
THE INTERNATIONAL
Teamster
DECEMBER 1953

FIFTY YEARS AGO in our Magazine

(From Teamsters' Magazine, December, 1903)

'THE LABOR CRISIS'

The editor of the Teamsters' Magazine of 1903 found "evidence of growing sanity in the labor movement" indicated by speeches at a Civic Federation meeting in Indianapolis which he was able to attend.

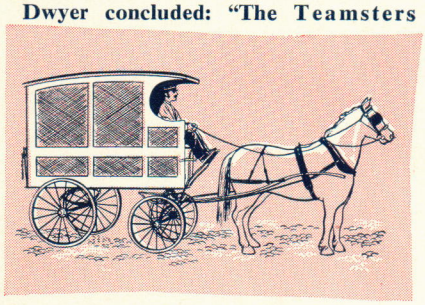
He was impressed by the speeches of John Mitchell, early Mine Workers' leader, Senator Mark Hanna, and others. Mr. Mitchell emphatically declared himself opposed to "the policy of restricted output, the interference with non-union men, and many other practices in which unions have frequently indulged." Other labor leaders at the dinner expressed a more tolerant attitude in dealing with management, also.

On the other side of the picture, "the speeches of Senator Hanna and the testimony of numerous large employers who are active in the movement for an organization of employers showed that the idea of not tolerating unions is disappearing, and the conviction is growing that the inevitable and only way to meet labor unions and prevent them from becoming despotic disturbers of the peace is for employers to organize along parallel lines to protect the interests of employers and the public and so match organization with organization."

The editor explains his reasoning: "We shall then have specialists competing with specialists, and the small pettifogging tactics on either side will become impossible.

"Unions learn that they must live up to their contracts and be responsible for the conduct of their members, or they will have no standing in the community; and employers will learn that fair treatment and reasonable recognition must be granted, or they will have no standing. When both sides are thus organized for business purposes, instead of for warfare, cooperation instead of antagonism will be the natural outcome, because it will be the common interest of both."

Dwyer concluded: "The Teamsters would rather deal with an association of team owners, for then we know that if an individual owner violates a contract we have the backing of the association in making it right."



THE RAGPICKERS

A newly-formed labor union of ragpickers notified the Teamsters of their organization and asked for support. There were about 3,000 ragpickers in New York City in 1903, and 400 of them formed the initial union. A young man named Henry Schryer was named president.

"We call ourselves the 'clip sorters,'" Schryer notified other labor organizations. "We do not pick rags that are old or that are picked up by ragmen. The rags we pick come from the big cloth cutting houses, and when we have sorted them they are made into different kinds of shoddy.

"Half of our workers are women or girls. We work mostly in cellars by gaslight. We have no fresh air. We have no sunlight. We begin at 7 in the morning and we work until 6 at night.

"Our job is hard enough, yet there are plenty who fight with knives to take our places if we strike. Beginners make $2.75 a week. After they get quick or smart they can make from $6 to $10 a week.

"Quite a few of us have lung diseases, the cellars are so dusty, but at present we do not ask for higher wages. We want the public to know how we are treated, so that we can get some legislation to protect us."

GOMPERS ARTICLE

An article by AFL President Samuel Gompers, entitled, "The Open Shop—Brazen Hypocrisy," appeared in this issue of the official magazine. The AFL leader lashed out at Big Business's hypocritical tactics of defending the open shop.

"Why should not the union man work with and beside the non-union man?" Big Business asked.

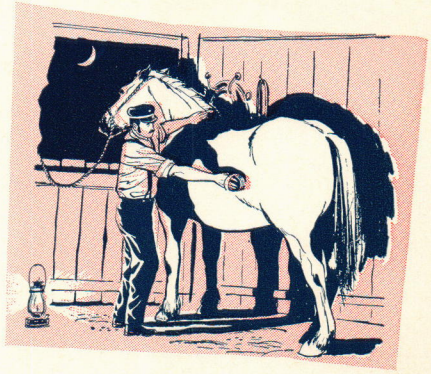
Gompers offered a quick reply: "That, frankly, is none of the employer's business. Labor is under no obligation to justify its likes and dislikes to him. We are constantly told that supply and demand regulated the employment of labor, and that the market was free and should remain so.

"This being the case (we grant it for argument's sake), the workman may say to the employer that he will not work for him except on certain terms, which terms may include an agreement on the employers' part to engage no men obnoxious to them.

"Now let us consider this proposition from the employers' point of view—and not necessarily the reasonable and fair employer. (He then referred to a contemporary reactionary group.) This band of capitalistic agitators believes that labor unions are criminal conspiracies, 'organized mobs.' They discriminate against all union men. Suppose that they should declare that on no account will they give employment to a man known to be identified with any union. We should instantly recognize their right to adopt this policy, to threaten us with it, to go over the country urging other employers to do likewise. We have no thought of claiming any privilege for labor which we deny to capital—plutocratic editors please note, digest, copy, and remember."

RICHMOND CONDITIONS

Charles Robb of Cleveland was sent to Richmond, Va., to help Local 27 with its organizing program. There he found things in a "deplorable" condition. Teamsters of Richmond had already presented their agreement and their demands had been granted in full, and after all of these demands were granted, they still received only $5 to $7 per week. In return for this, they worked from 12 to as high as 18 hours a day—they groom the horses, wash their carriages and clean harness, besides doing all driving that is required of them. Prior to the agreement, only a few Teamsters made as much as one dollar a day; the average was four and five dollars a week.



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THE INTERNATIONAL
Teamster

DAVE BECK Editor

Official magazine of the International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America, 100 Indiana Ave., N. W., Washington 1, D. C.

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Progress Report No. 3

General President Dave Beck Presents Third Statement on State of the Union

DECEMBER 1 was the starting of the second year of the present administration of the International Union. At this time I would like to review our work of the past year and visualize the future.

Confronted with totally inadequate national offices, we started our year by conferences with the architects and contractors and initiated a building construction program in Washington, D. C. After completing negotiations and signing contracts providing for immediate construction, we proceeded into leasing arrangements for rental space for temporary offices in Washington, D. C. We secured these facilities in the new building of the National Association of Letter Carriers, and then closed our offices in Indianapolis and moved to Washington, D. C. At the same time we opened up additional office facilities of the International Union in Seattle, Wash., for the General President.

Expansion of Service

The Seattle International Office will be expanded and the staff developed to service much of the International work of our Western division including Western Canada, thereby providing the same close International contact for our Western area which is available to our Eastern members from our headquarters office in Washington, D. C.

During the past year Western Conference work which I formerly handled has been gradually turned over to the direction of Vice President Frank W. Brewster, President of the Western Conference of Teamsters. This has now been completed and all of this work will be handled under his direction.

In organizing the Washington office and in building a long range international organizational program we have made and will continue to effectuate many changes in our staff. The closest liaison was perfected with the General Secretary-Treasurer's office in the consolidation of work and the elimination of work duplication. Authority of decision has been vested in top administrative personnel in both Executive offices to coordinate the problems of mutual concern.

Advice on Investments

The entire investment portfolio of the International Union was studied and retention of investment counsel was effectuated on a retainer basis for advisory service to the General President. We have established a program of continuing analytical study of investments with 100 per cent attention to safety and liquidity. This has resulted in tremendous accomplishment of increased earnings on our monies in the past year and I am glad to report that a long range investment program is now perfected.

Divisional Progress

The policy of developing statistical, publicity, legal, and legislative divisions was inaugurated and splendid progress has been made. David Kaplan was transferred from New York City to Washington, D. C., to direct the Department of Economics and Statistics. Vice President Einar Mohn was transferred from California to Washington, D. C., to act as Assistant to the General President. Edward T. Cheyfitz was named Director of Publicity and a staff is being developed to give attention to Public Relations. Ann Watkins, for many years my secretary, moved to Washington, D. C., from Seattle and Mrs. Berniece Heffner, formerly International Secretary-Treasurer of the American Federation of Government Employees (AFL), joined our staff in Washington as secretary to Einar Mohn and is in charge of all personnel associated with the General President's office at Headquarters.

Canadian Organization

The Canadian organizing program was surveyed and Frank Tobin, who had been previously assigned to Interstate Commerce Commission work headquarters in Washington, was transferred to headquarters in Montreal for the purpose of developing organizational work and carrying out approved policies in Eastern Canada. This work is just starting and will be further expanded during the coming years. Our director will be permanently located in Montreal.

We developed the procedure of setting up the Central Conference of Teamsters and perfecting its administrative structure by officially launching its program at a splendid conference session held in Chicago. In harmony with the policy adopted at the last International Convention whereby the Vice Presidents were placed on monthly salaries, a considerable amount of work has been assigned to them under the direction of the General President. Vice President Brewster was appointed by the General President as Chairman of the Western Conference of Teamsters. Vice President James R. Hoffa was

appointed by the General President as Chairman of the Central Conference of Teamsters. All other officers under the provisions of the by-laws of the conferences are elective, including of the directors of trade divisions.

Having completed the establishment of the Central Conference, we concentrated on developing an Eastern Conference. This was accomplished at a session held in Washington, D. C., encompassing 15 Eastern States and was attended by more than 600 delegates. Vice President Edward Crumbock was appointed Chairman. The administrative policies of the conference are now being developed.

This leaves the Southern States yet to be officered and administrated under the same procedures prevailing in the other three conferences. We will survey the Southern area and study the timing for establishing duplicate activities to parallel the existing three conferences. In the interval prior to perfecting such organization the Eastern and Central areas adjacent to the Southern States will aid in every way in assisting in speeding this desired early objective.

National Trade Division

We have started our work in setting up National Trade Divisions' headquarters in Washington, D. C., and appointing their Directors and staff personnel. The establishment of such National Trade Divisions has been delayed to some degree in order that we might get the Conferences functioning properly. We are, at the present time, handicapped by the lack of office facilities and this will continue until our new building is completed in the Fall of 1954. We, at the present time, have four National Trade Divisions functioning; namely, the Cannery, Over-the-Road, Warehouse, Building and Construction Division. Chairmen of these Divisions are Lewis Harkins (Cannery), Thomas Flynn (Over-the-Road), Harold Gibbons (Warehouse) and Harold Therion (Building and Construction). At this time I want to emphasize that the offices of the National Trade Divisions are for the purpose of coordinating the work of Local Unions, Joint Councils, and Area structures on a National level. We will try to perfect organization and contractual relations on a regional basis and then, through the medium of conference and voluntary action, work toward a national pattern. The Brewery, Garage and Service Station, Local Cartage and Moving Van Operations will soon be functioning as National Trade Divisions.

Key Organizing Offices

We will, also, establish national organizing offices in key industrial areas if, upon thorough analysis by our Conference officers, we find value will accrue from such action. We have at the present time our first such national organizing office functioning in New York City. This office is now being staffed and long range organizing objectives planned covering the jurisdiction of several joint councils.

We have, with National Representatives of other phases of the trucking industry, developed the Independent Advisory Committee to the Trucking Industry known as ACT. This committee consists of a representative of our International Union, myself; a representative of the A.T.A., Walter Carey, chairman of the board; Roy Fruehauf, president of the Fruehauf Trailer Corporation and Bert Seymour of the Associated Truck Lines. This committee has established offices in Washington, D. C., and has appointed a director and a staff organization, and now has under way a national program to coordinate the various physical and financial aspects of the industry with the purpose of strengthening the industry. National advertising and publicity, through competent direction of trained personnel, will be an important feature of this committee's work.

Investigate Truck Mail

In conformity with the above policy, we set up a Director to concentrate on the development of transporting of mail by truck. Every railroad mail haul in America is being studied in order to see where better service and lower distribution cost could result through hauling by truck, recommendations for such transfer from rail to truck will be brought to the attention of the Post Office Department and the Congress. Our International Union initiated this work and employed former Assistant Postmaster General John M. Redding to make the preliminary studies. We have now transferred this Department to ACT because it is an industry problem. Through the medium of this committee (ACT), we recommended to the Postmaster General that a commemorative stamp be issued, giving national publicity to the trucking industry and its fiftieth anniversary. We are very appreciative to the Postmaster General for his recognition of our industry. Also through the medium of ACT there has been concentrated attention to our problems with the I.C.C. administration. Conferences with President Eisenhower were held with the objective in mind of getting competent personnel appointed on the Interstate Commerce Commission in order that the trucking industry of America can be given fair consideration in I.C.C. administration. To date it has not received such consideration.

Boost Trucking Industry

ACT is planning a series of activities all over the United States in the spring to raise funds to finance this work for the development of our industry and to solicit support by every factor directly or indirectly associated with the trucking industry. We ask every local union of our International Union to aid and assist in making these activities a tremendous success by financially and physically supporting them.

During the coming year a great deal more of our national program will get under way. We will send monies into Conferences, Trade Divisions, and other physical divisions of our International Union on a matching basis to stimulate and perfect organizing activity. We will be ever ready to participate in

every nationally approved program and will set up machinery mutually to expend the money and aid in the direction of such organization.

Following the announcement of our policy to assist local unions and joint councils with building programs, we now have under consideration several applications for construction loans. Two have been processed and plans are going forward on the others.

Legal Representatives' Meet

Next spring, we will call, under International auspices, a conclave of legal representatives associated with our Local Unions, Joint Councils, Trade Divisions, and Area Conferences to take the initiative in perfecting a fine national legal division. The office of this legal division will be established in Washington, D. C., and will be a clearing house and advisory center on our legal problems. We will assign a director, competent by legal training to coordinate the work.

In addition there will be a National Legislative Division set up with a thoroughly experienced and competent director with headquarters in Washington, D. C. It will be the work of this division, in addition to directing legislative work with Congress and Federal agencies, to supplement the department activity by working with our local unions, joint councils, area conferences in establishing similar legislative branches on state and area levels and to work out the machinery of cooperative national action with these subdivisions. This work, when perfected, will encompass study and contact of every state legislature as well as the National Congress on all legislative and administrative problems of concern to our organization. We will work in cooperation with our employers on matters of mutual concern.

We are thoroughly aware that such a composite program of organizational, legal and legislative activity will cost a great deal of money and to that end we will budget $5 million from our general fund to carry out these programs between now and the next general convention.

Pacts with Internationals

We have signed national agreements with several International Unions for mutual aid and organizational activity and have thus in addition created avenues to settle internal questions and disputes wherever they may occur in our respective International Unions.

We have taken a leading part and are 100 per cent in accord with the policies of the American Federation of Labor to clean up the water front in New York and New Jersey. In conjunction with the Executive Council of the American Federation of Labor, Paul Hall and the Seafarers, and other AFL affiliates, we will continue to work to that end.

In the past year, through the office of the General Secretary-Treasurer, we have made available and are putting into operation mechanical bookkeeping machines, thus aiding and consolidating administrative and fiscal work in the Local Unions. The International Union is loaning money to locals where needed to effectuate this conversion.

'Trucking by Rail' Study Set

A thorough study of "trucking by rail" and the possible effect it would have on the trucking industry and Teamsters will be made soon by a special fact-finding committee of Teamster officials.

President Beck announced he would appoint the special committee shortly, "in response to widespread interest in the position of the International Brotherhood of Teamsters" on the proposed "piggy-backing" scheme.

The committee will report to the regular meeting of the General Executive Board, which will examine findings and formulate official Teamster policy on "trucking by rail" proposals. (See editorial, "Problems for Trucking." Page 12.)

We have established the Health and Welfare Program for the International employee in conformity with the policies of our International Union, as set forth in the 1947 Convention. We are studying the possibility of initiating insurance and welfare programs under national auspices for secretaries, business agents, etc., of local unions and other affiliated bodies.

In August I was elected a member of the Executive Council of the American Federation of Labor.

At the invitation of the Brewery Workers' International Union, we participated in conferences with them, looking toward their affiliation with the Internation Union. This did not materialize, but developing out of the efforts of Operation Newark and our winning bargaining elections at Newark, 17 to 20 thousand of their members did, of their own volition, petition and affiliate with our International Union. Continuing work in this trade division is being carried on and further gains will be made.

Warning on Racketeering

As the year closes, I would like to reiterate at this time the fact that the International Brotherhood of Teamsters will positively not tolerate any racketeering or shady practices on the part of any officer or member of our union.

In closing I would like to extend to every officer and member of the International Union my heartiest wishes for a happy holiday season and a prosperous 1954.

Fraternally,

Dave Beck

General President.



THIS is a hard and busy season for Teamsters. Along highways whipped by cold winter winds, the truckers are keeping the goods of commerce moving. Extra effort and time are demanded in the warehouses to keep the "seasonal turnover" orderly. In other jobs of our jurisdiction, the story is about the same.

What keeps a tired man going on these gruelling days when wintry darkness drops on the end of a day as if a light switch has been snapped off? Thoughts of home . . . a warm living room and an easy chair . . . a family . . . children bouncing in noisy cheerfulness.

In a real sense, the Christmas Story is to mankind what home is to the individual. It provides a well of refreshing faith when civilization is about parched with dissension and mistrust and plain weariness.

A man can find all his spiritual needs satisfied in his home and his faith.

Our earnest hope during the Holy Season is that each member of the International Union and his family will enjoy, in full measure, the happiness and contentment which these twin guardians of humanity symbolize.

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Trustees

The Chicago Story

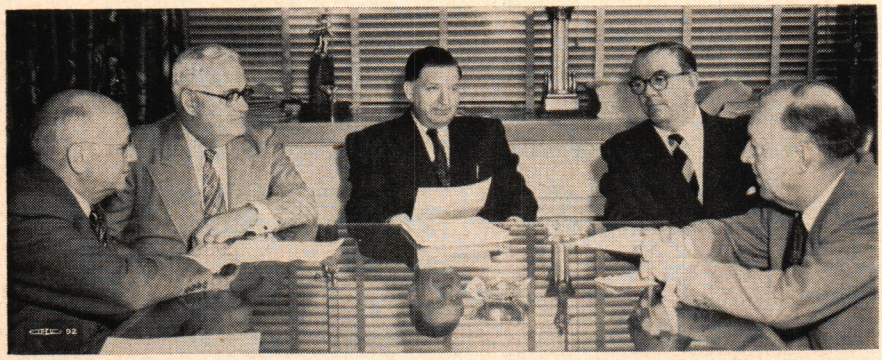


THE CHICAGO RIVER and a portion of the Loop business district.

CHICAGO is an Indian word meaning anything that is big, or powerful, or great. So if you said to an Indian, "Chicago Joint Council 25," he would translate it as the "big, powerful Joint Council 25"—and he wouldn't be far wrong, at that. For Joint Council 25, which embraces the metropolis on the shores of Lake Michigan and several smaller cities nearby, is all that and more.

There are enough Teamster men and women working in the Chicago area to comprise a good sized city by themselves—120,000, in fact, holding membership in 49 locals, 35 of which are in Chicago proper. And when a Chicago Teamster official tells you that Teamsters in the Windy City take care of citizens from the cradle to the grave, he isn't talking through a hole in his head. It's just plain fact. At the cradle end, Teamsters drive the diaper-laundry trucks that have become a good sized business in recent years; and at the other end, there are the hearse drivers and embalmers.

Since it was organized in 1903, Joint Council 25 has enjoyed a steady but not spectacular growth. Unlike some other areas, Teamster membership rolls in Chicago did not show sensational increases with enactment of the Wagner Act, labor's great Magna Charta. The reason for this is that Chicago for many decades has been a highly organized city. Labor-wise, Chicago today comes from a long line of able, aggressive union leaders who fought many a tough fight to bring wages and working conditions to where they are today. The breed today is far from extinct. It's exemplified in leaders like International Vice Presidents John T. O'Brien and William A. Lee, and the new President and former Secretary-Treasurer of Joint Council 25, Ray Schoessling. They and many like them help keep the Teamsters in front in the present fight to keep wages abreast, or perhaps a little ahead, of rising prices and general inflation.

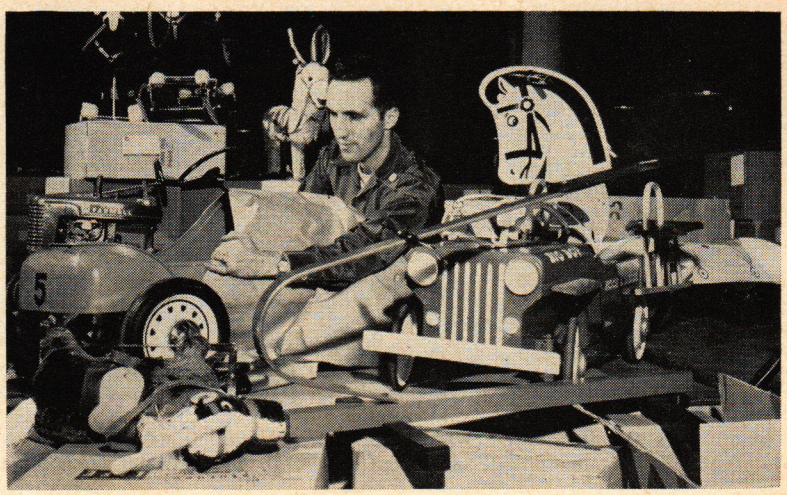


EXECUTIVE BOARD of Joint Council 25 in meeting with International Vice President. From left: Daniel J. Colucio, trustee; John Bray, recording secretary; Ray Schoessling, president; John Ryan, trustee; John T. O'Brien, international vice president. John Thibeau, vice president, and H. E. Wood, trustee, were absent when picture was taken.

To dip a little into Chicago's past in order to show how conditions have improved in one man's lifetime, we can walk down memory lane for a moment with Jack Sheridan, the 78-year-old business agent of the Ice Men's Union, Local 702. Jack's union, admittedly, is only a shadow of its former self, with about 600 members as opposed to 5,000 in the early 1930s when the newfangled electric refrigerators began catching on. Jack isn't bitter about that, though. "You can fight anything but a trend," he says philosophically.

Jack was a beef boner in the

JC 25



IN ALDENS, Chicago mail order house, the Christmas rush started in November for Clarence Blanchette, member of Warehouse Local 743.

Chicago stockyards at the age of 14. There he developed the physique and stamina that stood him in good stead in many a rough go in the years ahead. At 16, Jack was driving an ice wagon on State Street for $7 a week. By giving devoted service and unlimited hours to the job, he reached a $45-a-month summit. That was in the days when two national teamster labor organizations, the Teamsters' National Union of America and the Team Drivers' International Union were battling it out on the organizing front in many cities. Seeing that they were only cutting each other's throat, the two organizations got together at Niagara Falls, New York, on August 3, 1903 and amalgamated as the International Brotherhood of Teamsters, with Con Shea as president. Al Young, a great organizer and leader of the day, who had successfully organized the Chicago coal teamsters in 1901, became executive assistant to President Shea. Big names in the Chicago Teamster movement of that period would include Paddy Berrell, the first president of Joint Council 25, and William A. Neer, president of the Council from 1911 to his death in 1928. Neer was the first president of the Milk Wagon Drivers.

As for Jack Sheridan of the Ice Men, he at 78 is as alert as any man of 50, and has never suffered from ulcers or kindred complaints. For one thing, he never let those electric refrigerators get him down. He still does a great job of representing the Ice Men.

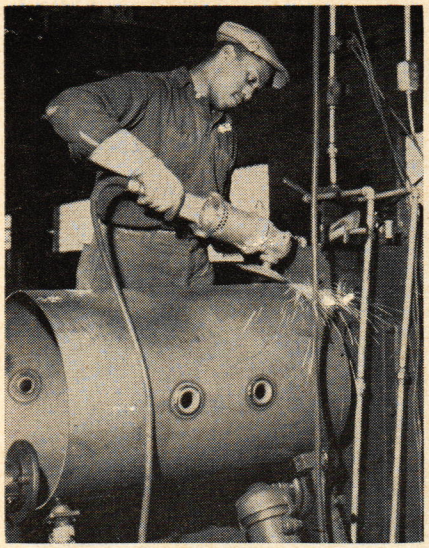
Chicago Joint Council headquar-



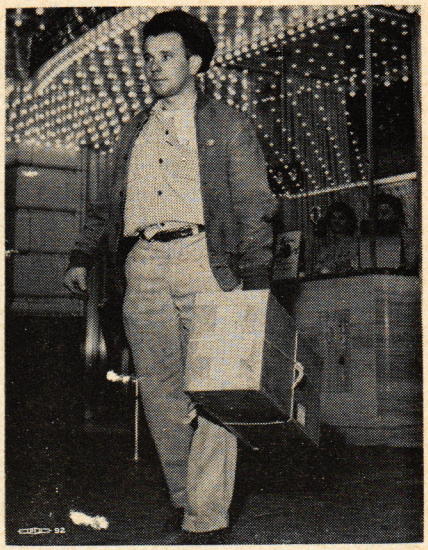
HANDLING spuds in Randolph Street commission area are Joe Swieca and George Miller, members of Local 703.



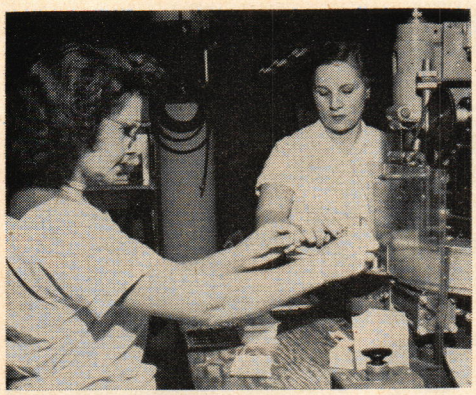
DELIVERING payroll in stockyards are Brink's drivers Henry Kohler and Robert Holmbom of Local 725.



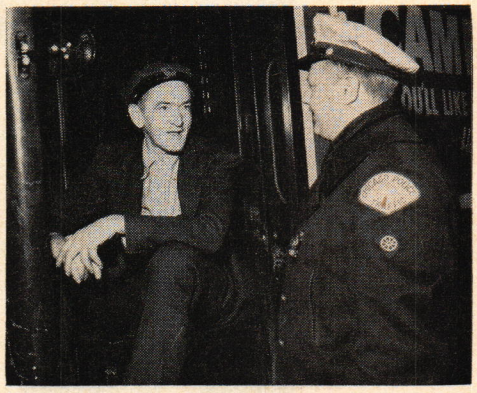
IN CHICAGO metal coating plant, William Howell, 785 member, lets sparks fly as he grinds a seam.



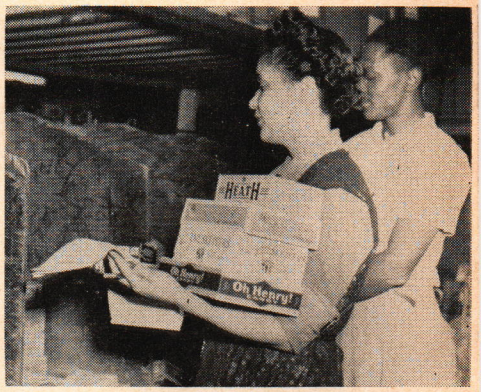
MAKING film delivery at Chicago Theater in heart of the Loop, is Driver Albert Lassin, Local 755.



IN DR. SCHOLL'S warehouse, which caters to America's aching feet, Susan Kastelancik and Rose Latona, Local 781, fill orders.



IN LOOP AREA, Railway Express Driver James Ovresat, Local 720, has talk with Patrolman Bob Eldridge, veteran of Loop traffic.



MARTHA ROLLINS and William Flagg, Local 761, filling orders in Consolidated Tobacco Co. warehouse.

ters are situated at 133 So. Ashland Avenue in a modern building owned by the AFL Auto Mechanics Union. Here, Ray Schoessling, soft-spoken president of the Council, and president of Local 744, Beer and Soft Drink Drivers, has his office. Handling two such positions in a city of the size and dimensions of Chicago, with its immense variety of problems, calls for a man of first-class capacities. Ray Schoessling, by common agreement among Chicago Teamsters and men who have sat down at the bargaining table with him, has such capacities in abundance.

Schoessling, who was born in Des Plaines, Ill., and became a driver for the now defunct Prima Brewing Company of Chicago in 1926, cast his lot with the Teamsters when CIO Brewery Workers affiliates began switching over. Schoessling's local came into the Teamster family in 1937.

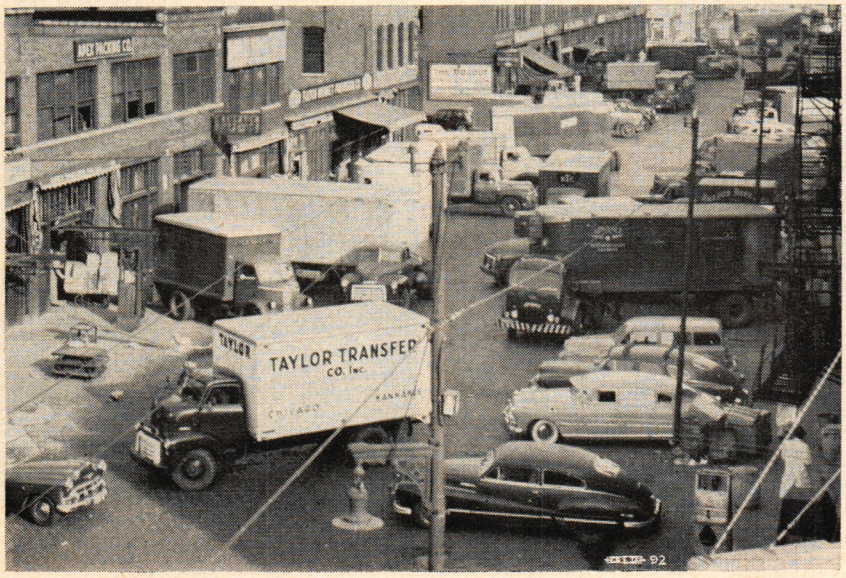
As befits a true son of Illinois, Schoessling is an admirer of the life and works of Abraham Lincoln. A visitor calling on Schoessling in his office at 133 South Ashland will note that he keeps a clean desk, that he doesn't doodle much while talking on the telephone, and that he gives detailed, explicit answers to rapid-fire questions that are put to him. While Schoessling is still on the phone, the visitor perhaps will notice the Lincoln portrait and the three busts of the Great Emancipator occupying strategic positions around the office. The busts, it seems, were presented by various friends of Schoessling's on learning that he likes, of an evening, to dip into the life of the Civil War president to get an inspirational uplift.

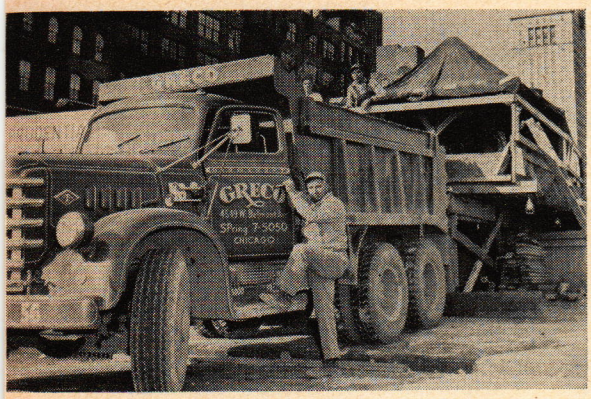


KRAFT Cheese plant on North Sacramento St. finds Sal Eterno, Local 754, cleaning this nice looking cheddar.

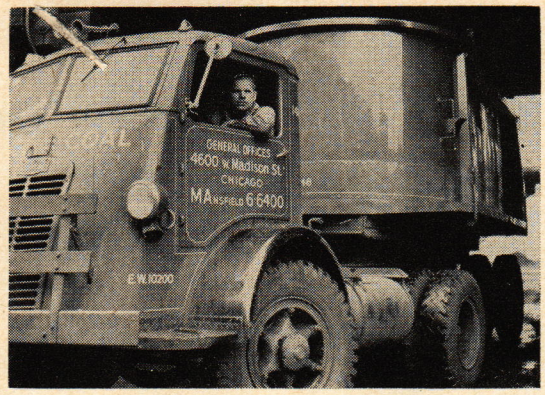
For their leadership in Chicago affairs, many Teamsters have had high honors conferred on them by their fellow unionists. The highest post that can come to a Chicago unionist is that of the presidency of the Chicago Federation of Labor. As everyone in Chicago knows, that post now is held by the able and likeable Bill Lee, president of Local 734, Bakery Drivers, and Vice President of the International Brotherhood of Teamsters. Lee's name projects well beyond Chicago labor circles; the AFL appointed him this year as one of the two fraternal delegates to the British Trades Union Congress. Before he departed for England, Lee was honored with a testimonial dinner at which hundreds of Chicagoans, including Samuel Cardinal Stritch, paid spontaneous tribute to this man who has

HERE'S a shot looking down Fulton Street, Chicago's big commission house area. Produce arrives here from virtually entire United States.



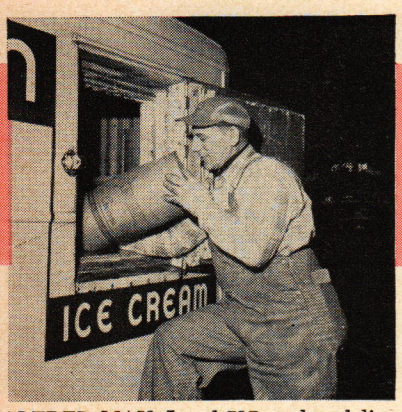


ON JOB SITE of new Prudential Life Insurance Building at Randolph & Michigan is James Greco, Local 731.



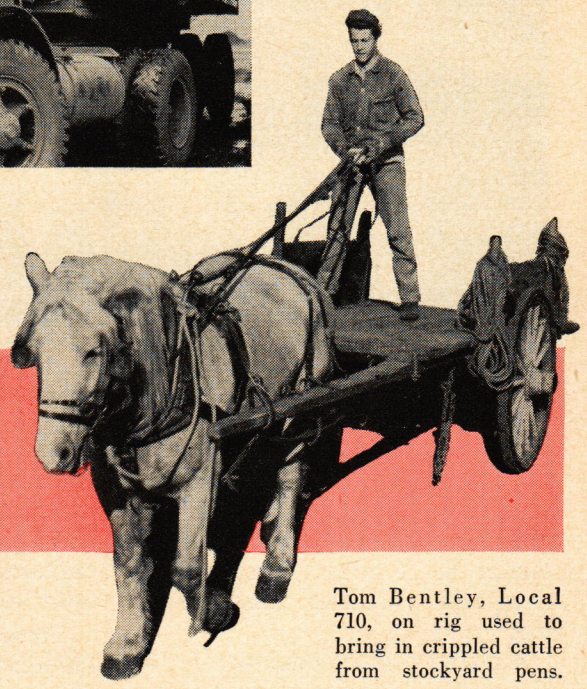
LEFT—Jack Long of 704 is coal driver for Bunge Coal, one of Windy City's largest coal merchants.

BELOW—Walter Kukuraitis drives for Meister Brau, well-known brew in Chicago. Walter is 744 member.



ALFRED MAY, Local 717, makes delivery of Bowman Ice Cream to department store on Madison Street.



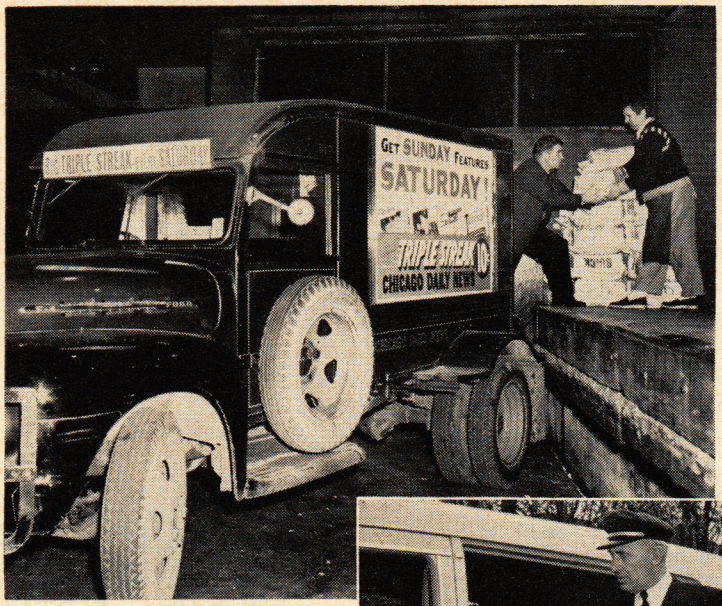


Tom Bentley, Local 710, on rig used to bring in crippled cattle from stockyard pens.

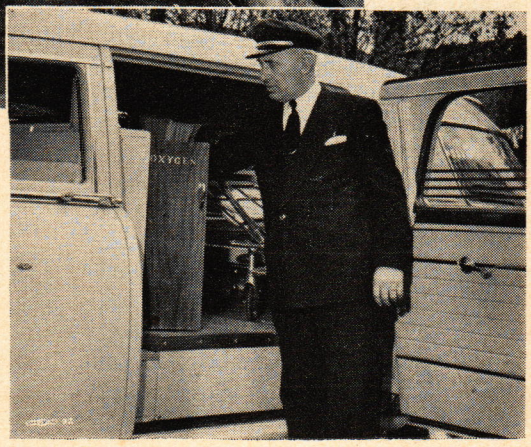
given tone and class to Chicago Federation leadership.

With a long line of able leaders, Chicago labor has never been exactly inarticulate in voicing its legitimate aims and aspirations. In 1926, however, through the technical aid of radio, its voice became magnified many times. In that year, the Chicago Federation of Labor under the leadership of John Fitzpatrick and Ed Nockels founded Station WCFL, which to this day remains an effective spokesman for labor's cause. Bill Lee, during his presidency of the Chicago Federation, has used talent and imagination to make the station an increasingly useful servant of Chicago labor.

To portray photographically the work of Teamster men and women in the nation's second largest city, was an assignment of no small magnitude. In 1830 Chicago was a frontier outpost with a fort and a dozen cabins. In 1950 the population was 3,606,436 and still growing. The city extends 26 miles



ANOTHER edition of *Daily News* is about to hit street as George Flannery, 706, loads 'er for another run.



RIGHT—Ambulance Driver Arthur Dombrow, Local 727, has answered many emergency calls. He's Chicago native.



LIKE IT SAYS, the Chicago stock yards are the world's greatest, handling millions of cattle, hogs, sheep and lambs yearly. Driver shown is Bill McMichael, who uses electric prod to urge cattle from truck.

along the southwestern shore of Lake Michigan, and it's a safe bet that, day and night, you'll find Teamsters on the job along every one of the 26 miles. There's many a colorful character among them, too.

Guiding the *International Teamster* on the major portion of its photo tour of Chicago were William T. Hogan and John Casey of Local 785, Steel, Metal and Alloy Fabricators, Warehousemen and Handlers.

Not unnaturally, Hogan and Casey guided the photographer into a plant where Local 785 had a contract. A metal coating establishment, it had some 45 men employed under good wages and conditions. Pictures were duly secured. The owner, a prosperous looking gent in a tweed sports coat, asked Hogan on the way out if he might get some 15 additional men. Hogan said he would get them.

"You know," said Hogan outside, "when I called on that plant to organize it in 1939, the owner met me at the front door with a drawn pistol and said, 'Get outta here, you no good racketeering bum.' Someone had been shaking him down. I told him I was going to organize his plant. He looked me up and down, and said, 'Well, maybe you will.' He put away his shooting iron and we went in and had an above-board talk, and then we got a contract." Hogan's local, then a federal labor union, soon became affiliated with the Teamsters, and the excellent relationship established with many warehouse owners in organization days has continued down to this day.

There's a saying in Chicago about the weather which goes: "You don't like the weather? Then wait a minute." In the minute, it might turn from bright sunshine to blinding snow, or from a calm, still day to a cold blustering wind that'll make you wish you'd worn those winter woolies. The first week of November, when the *International Teamster* was in town, was something like that. Tuesday and Wednesday, the photographer made his pictures in bright sunshine. Wednesday night the thermometer plummeted, snow fell, and on Thursday morning Teamsters were humping to keep warm on the job. This is just to explain any unevenness in the pictures.

Perhaps no major city in the country is as dependent on trucking service as Chicago. Some 500 trucking companies operate more than 12,000 over-the-road rigs, giving regularly scheduled daily transportation to 24,000 communi-

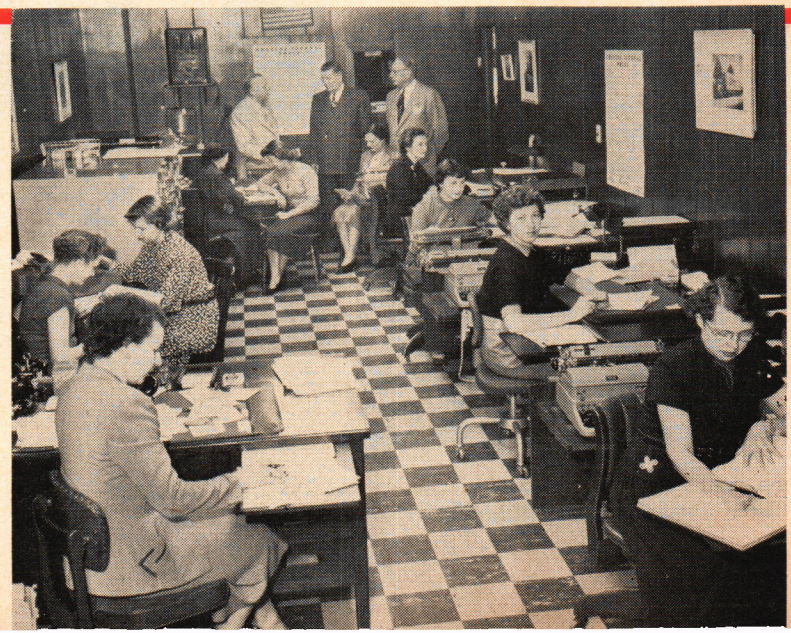
William Hicks, Local 772, collects dues from Walter Bolz, driver-salesman for frozen food house.





Jack Sheridan, 78-year-old business agent for Ice Men, talks old times with Ray Schoessling, president of Joint Council 25.

BELOW—View of Local 710's office showing room where welfare plan is administered for members' benefit.



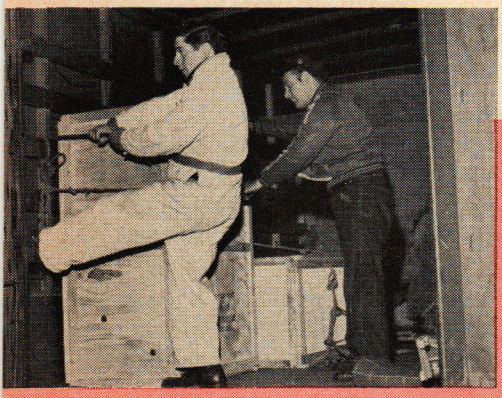
ties including many on the east and west coasts and on the Gulf of Mexico. In addition, hundreds of privately-owned fleets operate in and around Chicago. It is estimated that the industry gives employment to 130,000 workers, and that its gross revenues are a billion dollars a year.

Chicago is noted for the diversification of its industry, and this, the economists say, adds to the stability of employment and of business generally. Figures by themselves are often meaningless, but let it be recorded here that the Chicago metropolitan area has 13,500 factories that produce about $15 billions worth of goods a year. Industries, in order of their importance, are: (1) foods, including meat packing; (2) non-electrical machinery; (3) electric and electronic machinery including telephones, radios and television sets; (4) iron and steel and other primary metals; (5) printing and publishing; (6) metal stampings and metal wares; (7) chemicals and allied products; (8) transportation equipment and supplies; (9) men's, women's and children's apparel; (10) petroleum and coal products.

In these industries, as in virtually every other, Teamsters are intimately involved. Take, for example, Chicago's Number One industry, food and meat packing, especial-

(Continued on page 26)

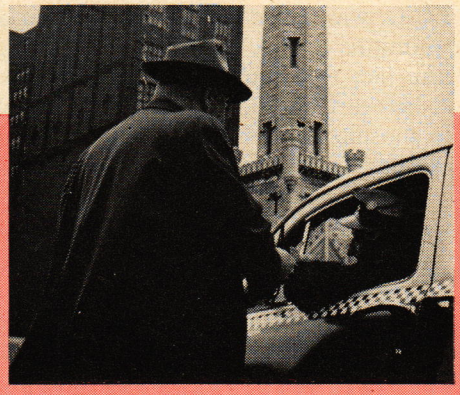
FURNITURE Drivers Robert Randazzo and William Strope, Local 711, make ready to deliver heavy pieces to customer.



STORES on Madison Street frame this shot of Bruno Lesniak, of Ice Men's Union, Local 702.

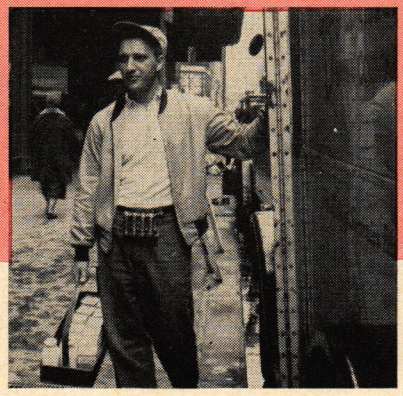


CAB DRIVER Roger Lohr, Local 777, drops off passenger at Chicago Water Tower, relic of disastrous fire of 1871.

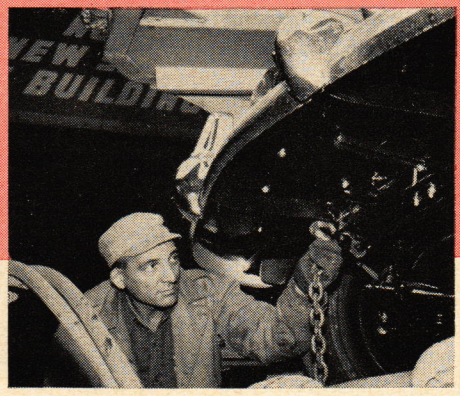




Joseph Morin of Local 734, Bakery Drivers, crosses street to make delivery at Mandel Bros. department store.

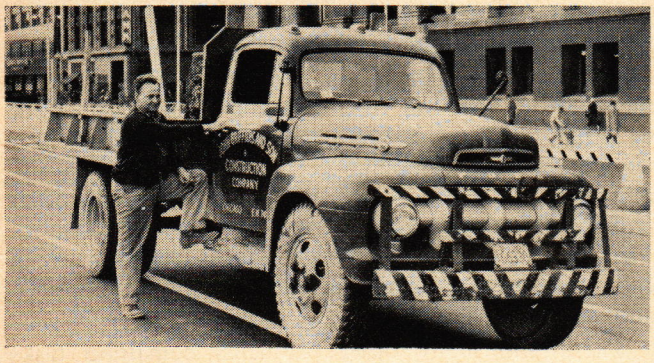


Dairy Driver Lawrence Newman, Local 753, about to make delivery to big restaurant in heart of Loop area.

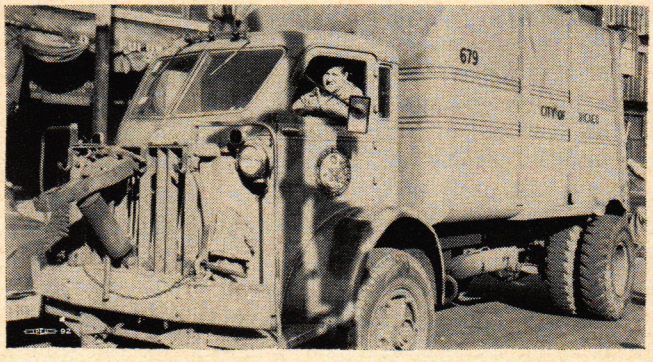


Auto Transport Driver Lloyd Frazier makes preparations to deliver new cars to dealer on Adams Street.

James Mellon, Local 786, Building Material Drivers, pauses for photograph. Truck is parked over new underground garage.



BUREAU of Sanitation Truck, operated by city, was stopped at Randolph and Halsted Streets. Art Engler, 726, is driver.



EDITORIALS

What About Trip-Leasing?

The subject of trip-leasing will be one of the important transportation questions to come before the new session of Congress when it convenes in January. Efforts were made in the closing days to amend the law so that important exceptions would be made to the authority of the Interstate Commerce Commission in regulating trip-leasing. In the final legislative rush the effort to amend failed.

The I.C.C. was asked in resolution from a congressional committee to give certain weight and consideration to the fact that important exceptions were being proposed before Congress and would probably receive favorable consideration. We will now see these exceptions considered in detail by the appropriate committees.

Almost a year ago the United States Supreme Court in a strong decision sustained the authority of the I.C.C. to regulate various forms of motor transport leasing. The case had gone to the Supreme Court after being bitterly opposed in the District Court and in the Court of Appeals. Teamster attorneys did an extraordinarily competent and workmanlike job of supporting the I.C.C. authority in the courts including the Supreme Court.

After the Supreme Court decision, Teamsters were informed that efforts would be made by various maneuvers to defeat the decision of the court.

Teamsters and others adversely affected by the "gypsies" should be aware of the coming struggle to weaken the I.C.C. authority to regulate. This whole legislative problem may not attract much public attention since many more bills of a far more sensational nature will focus the spotlight on items which appear far more newsworthy. The fact remains that the battle for maintaining the regulatory power of the I.C.C. is important—very important—to Teamsters and we should not consider it any less important because it may not attract a great public outcry and large newspaper headlines.

Problems for Trucking

The modern motor truck has more than proved its place in our modern economy. We are pleased to call the present era the "motor age" and in this age the truck is playing an absolutely essential role.

Every now and then we hear of schemes designed to displace truck transport in certain phases of freight hauling. At the present moment two such projects are under way in competing forms of transportation.

One is the railroad's so-called "piggy-back" method of taking on specially designed trailer units at one point, hauling them on flat cars across the country and discharging them at another point. The railroads desire the Teamsters to haul the trailers to the railroad siding at the point of departure and pick them up at the receiving end. The cross-country trip would be made strictly by rails but *not* accompanied by drivers.

This piggy-back plan is being given serious study by the various groups in the transportation affected. The railroads which are sponsoring it are putting considerable effort in promotion and even some of the railroad brotherhoods are getting into the act as aiders and abettors of the program, all of them aiming at elimination of the driver's work.

Motor carriers likewise are studying the effects of this new plan. Will it or won't it have a deleterious effect on trucking? President Beck will shortly name a special committee to give the entire matter thorough study, including the question of violating the certificates of I.C.C. carriers.

In another form of transport—waterways—we are seeing a revival of an effort which once failed to elicit the response its backers had hoped. This is a trailership scheme which works in about the same fashion as the rail carriage program. Trucks are taken to dockside and put aboard converted LST type vessel or other water-borne vessels designed to carry heavy trucks. These trucks are taken by drivers to the wharf and are picked up at the receiving end. All of these plans have as their objective elimination of the driver's work in addition to claimed savings of vehicles' wear and tear, gasoline and oil, etc. There is no emphasis yet on lower costs to the consumer nor improvement of service, but the trucking industry must watch and see that it is not assimilated by railroads and waterborne commerce.

A Partnership Task

We are ending a year of successful results in the trucking industry and we are going to meet new problems in the coming year. There are many problems incident to progress in the motor transport industry and many of these have been discussed in meetings of Teamsters as well as in meetings of employers.

There are certain basic or common problems which challenge all of us in motor transport. These include the encroachment on freight hauling which are made by other forms of transportation. They include likewise the endless campaign of propaganda and misrepresentation which is aimed at trucking by the railroads and others with an axe to grind against motor transport. There are economic problems in motor transport which call for searching study on the part both of unions and management.

These and many other problems constitute tasks

which call for sober study on the part of all those affected by the success of our industry. The role of the ACT—Independent Advisory Committee to the Trucking Industry—can be very large in the coming year. The ACT can point up problems and ways and means of meeting them.

We should remember, however, that we are Teamsters and that we represent well over a million members. Our first concern is for our membership. We have always felt that what was good for the country is good for the Teamsters. That is and will be our doctrine. But there are many details of responsibility to the welfare of our people that we must not forget or overlook in our views of the large and continuing problems of partnership in the industry. We must continue to urge the best possible steps leading toward the improvement of wages, hours and conditions and by so doing we know that we will be helping the industry and the country.

New Atomic Era

Steps have been taken which would indicate we are about to enter a new phase in atomic thinking, policy and action. The nation is taking long steps toward harnessing the atom as an industrial source of energy.

One of the reasons for this apparent change in attitude is the fact that nations the world over seem to be turning more and more to attempts at developing nuclear power. Few nations can afford the tremendous outlays necessary for a huge nuclear weapons program. The United States is spending billions and we may assume that similar efforts are being made by the Soviet Union and perhaps Britain in a somewhat more restrained scale is likewise turning out weapons work.

Most other nations, however, which have atomic programs are concentrating on the peaceable or constructive uses. Canada in its Chalk River plant is one of the world's leaders in developing atomic energy for use in medicine. Other countries are also concentrating on the power rather than the weapons aspect.

The nation which is able to harness the atom in a practical and economical fashion will be making one of the greatest contributions to world peace of any nation of our time. We applaud the use of time, talent and effort by this nation to stepping up its attention to the peaceful uses of the atom. We have great confidence in our weapons program and now are glad to see increased support for the power program.

Richly Deserved

General George C. Marshall shortly will go to Stockholm to accept the Nobel prize for his outstanding contributions to peace. It is an award which is a fitting climax to one of the most distinguished careers of service of our times, a lifetime dedicated to serving democracy and humanity.

If it seems unusual for a soldier to be winning the most coveted prize for promoting peace, the answer is that George Marshall is an unusual man. Although we know him as a soldier—one of the greatest—General Marshall will be remembered in history more for his accomplishments as a leader in peace than for his achievements in war, despite the fact that he served in our highest army post during our greatest war.

As Secretary of State after World War II, Mr. Marshall conceived the answer to the greatest challenge ever thrown at free men. Fresh from victory over Facism, we were faced with the prospect of losing everything we had fought to defend to an equally freedom-devouring monster, Communism. Mr. Marshall foresaw that Communism's greatest ally against us was to be hunger and disruption, and he gave the world the "Marshall Plan," under which American productivity and humanitarianism combined to put war-torn peoples back on their feet in orderly fashion. Without the imagination and wisdom of the American aid program at that critical moment, our fight against Communism might have been lost long ago.

We join with millions of other Americans in tribute to a great soldier and a greater statesman as he journeys to Stockholm to accept a prize which symbolizes the thanks of a grateful world.

Russia and the ILO

Latest move on the part of the Soviet Union to throw a monkey wrench in harmonious relations of the nations and unions of the free world is its brazen effort to join the International Labor Organization. What makes its attempt so fantastic is the effort it is making to dictate the terms of its entry.

The U.S.S.R. would like to enter the ILO and cover up some of its misdeeds with regard to labor. The fundamentals of free labor and free association are no part of the Russian system. The United Nations has made a long and searching investigation into forced labor and the bill of particulars against totalitarian powers makes a shabby story indeed.

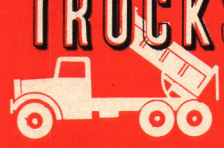
In the first place Russia has a long way to go before it is in a position of eligibility even to request consideration for membership. If she makes the necessary reforms, which could not come over night, then and then only would it be possible to consider admission.

Moreover, if Russia were ever to be admitted to the ILO, she would in addition to effecting a revolution in her own way of life with regard to organized labor and the working people, have to refrain from trying to dictate the terms of entry.

The American Federation of Labor has carried on an unrelenting fight against the despicable practice of forced slave labor. This fight was carried forward energetically long before it became popular to be against Russia. The AFL has been a leader in the realistic fight against forced labor of the totalitarian countries and the Federation cannot stand idly by and let Russia come into the ILO, to make an hypocrisy of an agency dedicated to the welfare of the working people.



MODEL TRUCKS PROMOTE TEAMSTER





UNION LABEL and SERVICE TRADES DEPARTMENT of the American Federation of Labor

MATTHEW WOLL
President

RAYMOND F. LEHENEY
Secretary-Treasurer

Vice-Presidents
JOHN J MARA
JOSEPH P McCURDY
HERMAN WINTER
RICHARD F. WALSH
JAMES A. SUFFRIDGE
JOSEPH LEWIS
SAM J BYERS

100 INDIANA AVENUE, N.W., WASHINGTON 1, D. C., NATIONAL 8-2131

November 14, 1953

Mr. Dave Beck, General President
International Brotherhood of Teamsters,
Chauffeurs, Warehousemen & Helpers
100 Indiana Avenue, N.W.
Washington 1, D. C.

Dear Sir and Brother:

We are privileged to cooperate with the International Brotherhood of Teamsters in a union label program to make 1954 the biggest and most successful shop card year in history.

Naturally such a program must have the complete cooperation of every member of the Teamsters' Union. It must be a positive, well organized and continuing effort.

As the opening gun in this unified drive the Union Label and Service Trades Department will make available to Teamster members throughout the nation scale models of union-made toy trucks. They will carry the official Teamster emblem and shop card.

We have thoroughly examined these trucks and found that they are extraordinarily well built and are true and authentic scale models.

We feel that these units, extensively distributed and marked with the Teamster shop card and emblem, would arouse considerable public interest and patronage of the shop card.

These unusual toys, timed for the Christmas gift season, would excellently serve as an appropriate start for the Teamster shop card program. The Union Label and Service Trades Department would be pleased to make arrangements to serve as the purchasing and distribution vehicle for this union label promotional program.

Sincerely and fraternally,

Secretary-Treasurer

RFL:ll
oeiu #2

"Be UNION - Buy LABEL"

SERVICE SIGN AND UNION LABEL



DAVE BECK
General President

International Brotherhood of
TEAMSTERS, CHAUFFEURS
WAREHOUSEMEN & HELPERS of America
AFFILIATED WITH AMERICAN FEDERATION OF LABOR

100 INDIANA AVENUE, N. W. • WASHINGTON 1, D. C. • STERLING 3-0525

NOVEMBER 16, 1953

Mr. Raymond F. Leheney, Secretary-Treasurer
Union Label and Service Trades Department
American Federation of Labor
100 Indiana Avenue, N. W.
Washington 1, D. C.

Dear Ray:

This is in answer to your letter of November 14 advising me of the plan of the Union Label and Service Trades Department to utilize model trucks for the promotion of the Teamster union service shop sign.

This is an excellent suggestion and since hearing of this proposal I have sent a letter to the secretaries of all our local unions, advising them of the shipments of model trucks for the promotion campaign. As you know, all secretaries will be receiving the tractor-trailer combination with which to start this national program.

I am certain that our secretaries will cooperate fully, since our people are conscious of both the public relations value to the Teamsters and trucking and the promotional assets in behalf of our union shop sign. I have already had encouraging responses on this general program and I am sure that it will be a marked success.

We are supporting this program through our official magazine, THE INTERNATIONAL TEAMSTER, with a special article and layout in the December issue. We look forward to this entire program as one which will offer great possibilities in the months to come.

Fraternally yours,

Dave Beck

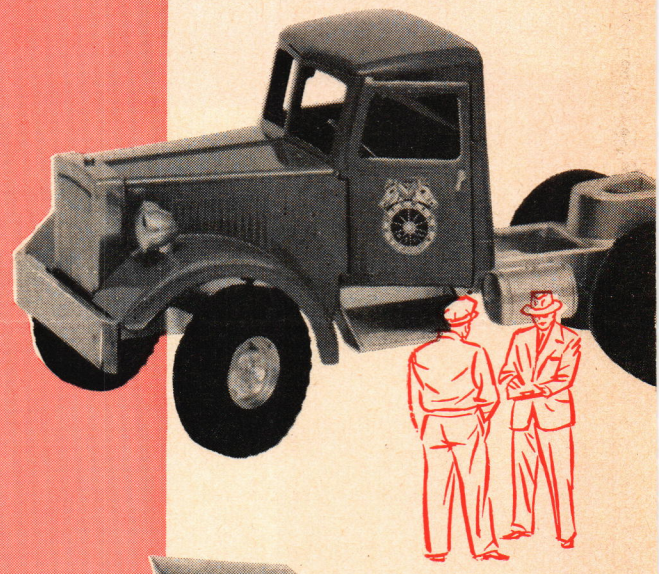
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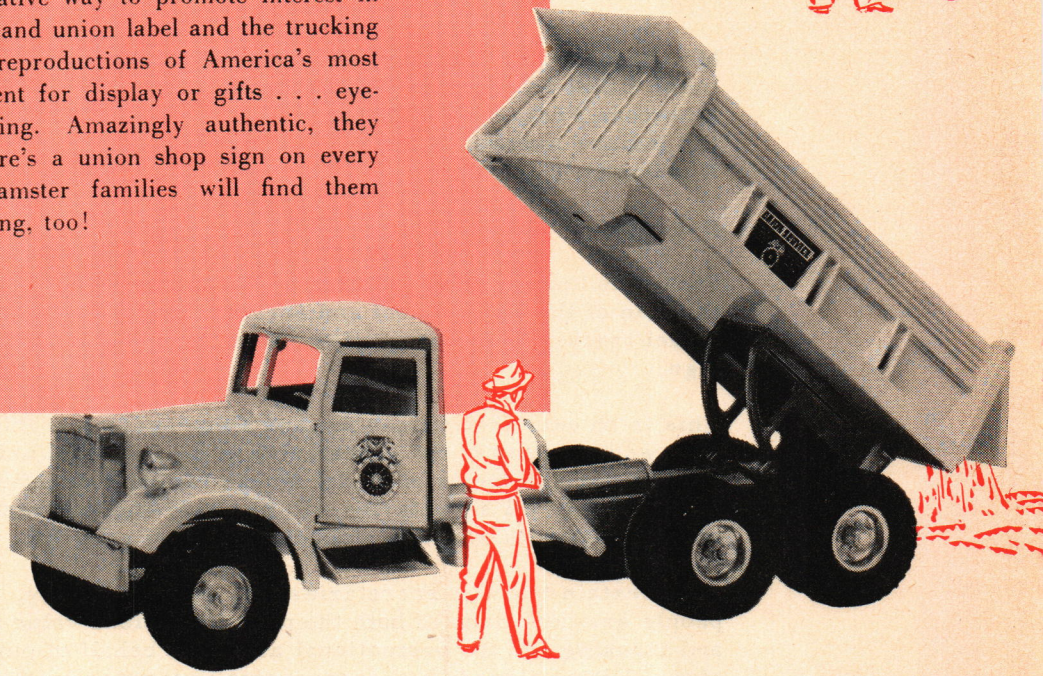
AUTHENTIC MODEL TRUCKS

Available Now!

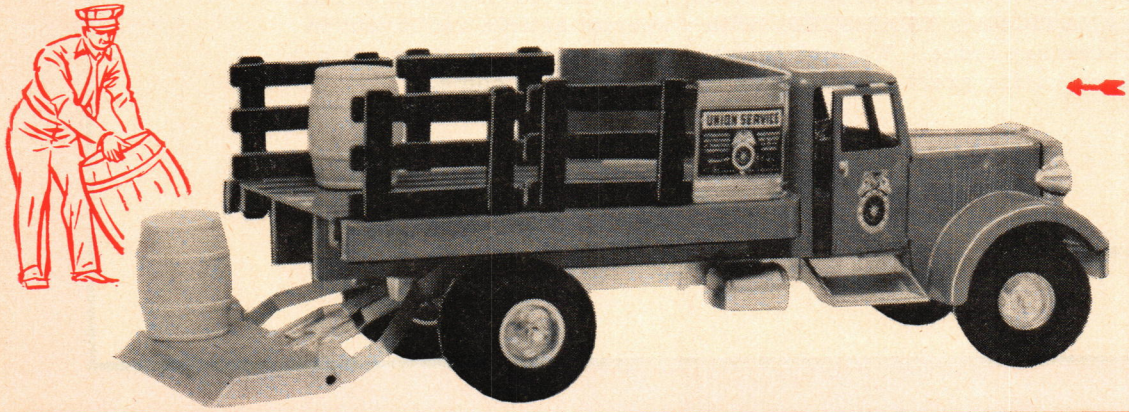


Teamster Service Sign on rugged union-made miniatures makes them ideal for promotional displays – a novel gift for hobbyists, collectors and employers!

Here is a unique, imaginative way to promote interest in your Union, its shop sign and union label and the trucking industry. These faithful reproductions of America's most familiar trucks are excellent for display or gifts . . . eye-catching, interest provoking. Amazingly authentic, they have everything—and there's a union shop sign on every one! Youngsters in Teamster families will find them educational and entertaining, too!

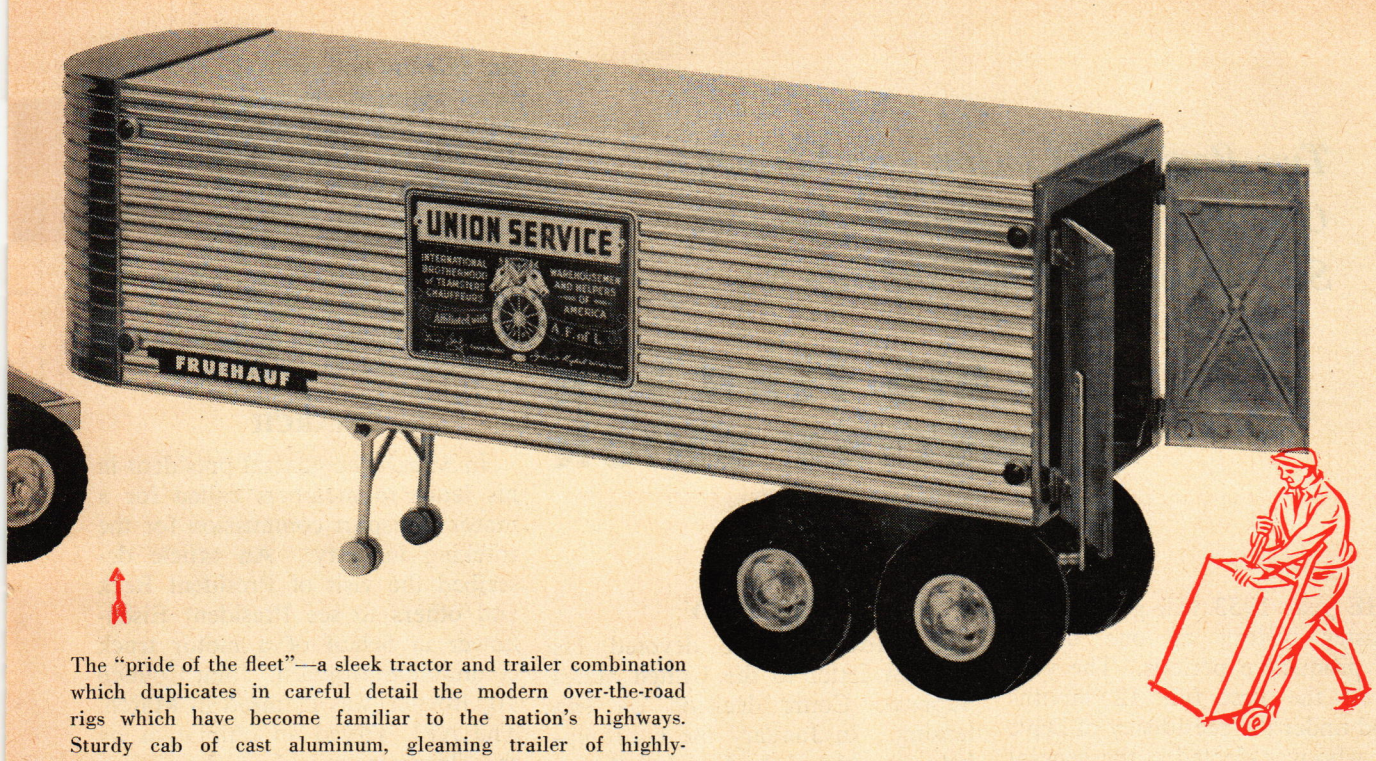


Rugged dump truck has precision cantilever hydraulic action which sends body into realistic tilt at the touch of a lever. Like other scale model trucks of this series, doors lock and steering wheel turns wheels. Sturdy unit is finished in yellow with baked enamel paint. Length: 17 inches. Width: 7 inches. Height: 6½ inches. Weight: 8½ pounds. Price: $17.95.

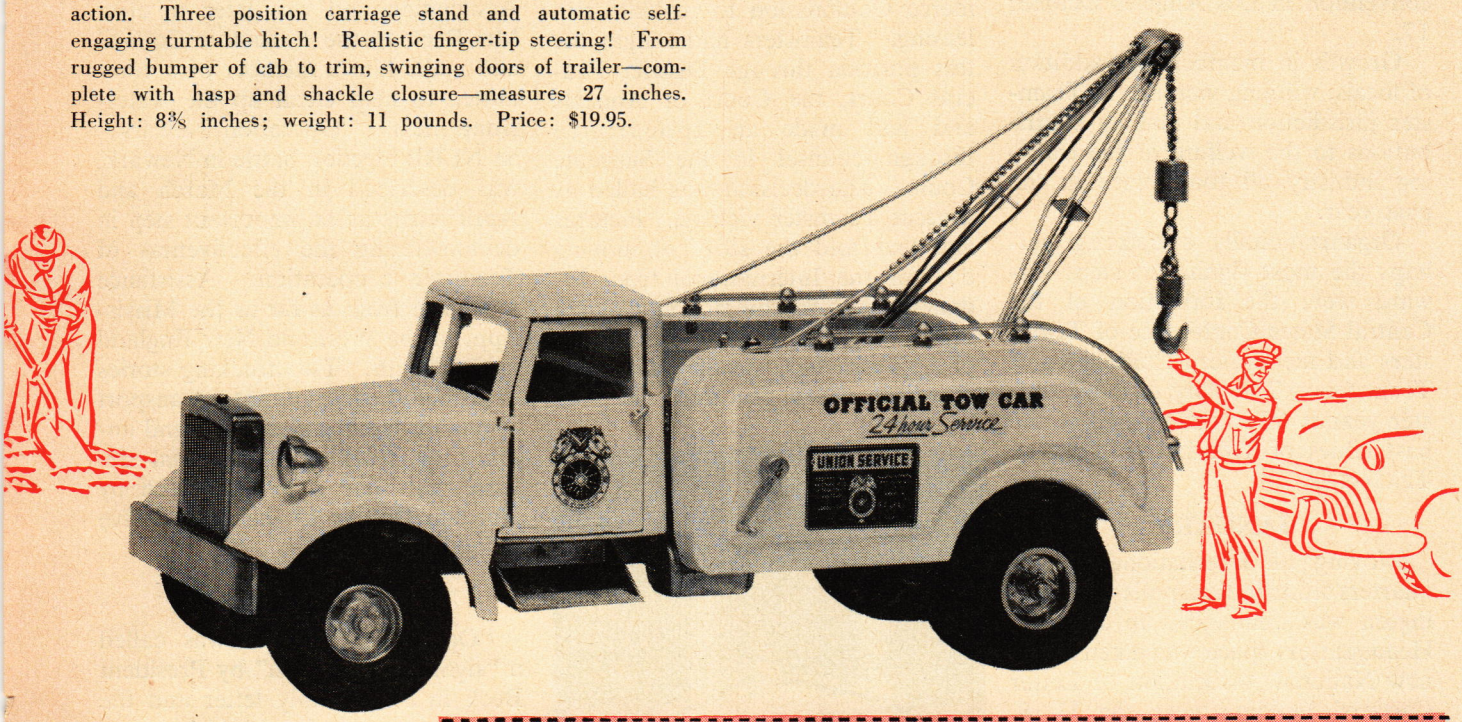


A smooth-performing hydraulic lift tailgate features the "heavy duty" open stake truck, the all-purpose unit popular for city cartage service. Removable racks convert truck into a flat bed. Finished in brilliant red and polished aluminum, with black stakes. Rubber non-scuff tires, a working steering wheel, locking cab doors and "full length" seat! Length: 17 inches. Width: 7½ inches. Height: 6½ inches. Weight: 7 pounds. Price: $17.95.

ORDER IMMEDIATELY FOR HOLIDAY



The "pride of the fleet"—a sleek tractor and trailer combination which duplicates in careful detail the modern over-the-road rigs which have become familiar to the nation's highways. Sturdy cab of cast aluminum, gleaming trailer of highly-polished extruded aluminum. Self-compensating rocket-bearing action. Three position carriage stand and automatic self-engaging turntable hitch! Realistic finger-tip steering! From rugged bumper of cab to trim, swinging doors of trailer—complete with hasp and shackle closure—measures 27 inches. Height: 8⅜ inches; weight: 11 pounds. Price: $19.95.



This sleek white tow car is a perfect reproduction of the real "workhorse" of trucking. Complete ratchet and pawl action with chain and drum winch arrangement, with fingertip control! Durable and rugged, finished in white baked enamel and glistening aluminum. Length: 17½ inches. Width: 6⅝ inches. Height: 10¼ inches. Weight: 6 pounds. Price: $14.95.

DELIVERY

Raymond F. Leheney, Secretary-Treasurer
Union Label and Service Trades Dept. (AFL)
100 Indiana Ave., N.W., Washington 1, D. C.

Make checks or money orders payable to Union Label and Service Trades Department.

Please deliver the following:

	Quantity		Quantity
Tractor and Trailer ($19.95)	()	Tow Car ($14.95) . .	()
Dump Truck ($17.95)	()	Stake Truck ($17.95)	()

Check Enclosed () Send C. O. D. ()

PRINT NAME.....

STREET.....

CITY.....ZONE.....STATE.....

Two Regional Conferences Formed, Organizing Gains Scored, Divisions Strengthened; It All Adds up to:

A BIG YEAR FOR TEAMSTERS' UNION

THE year 1953 will go down in Teamster history as one of its most productive periods. The year marked the first full 12 months period under the presidency of Dave Beck who was elected at the general convention in Los Angeles October 17.

Growth in membership, addition of locals, winning victories in Teamster jurisdiction and making contributions to the welfare of the trucking industry all took place in the past year.

Organizationally speaking perhaps the most significant steps forward were the formation of the Central States Conference of Teamsters and the Eastern Conference of Teamsters. The story of the Teamster year is told in the pages of the past issues of THE INTERNATIONAL TEAMSTER.

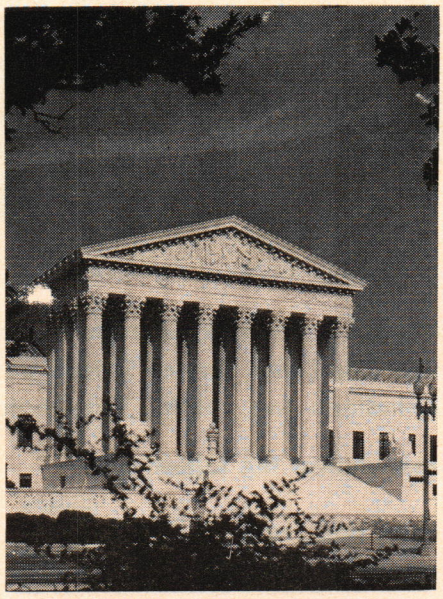
JANUARY

Moving of International Headquarters from Indianapolis to Washington was announced in January. Headquarters space was taken in the new National Association of Letter Carriers' building near the U. S. Capitol. Dave Kaplan, chief economist of the Teamsters, called the turn in a forecast in which he said, "Most economic indicators seem to point to 1953 as a year of good employment and payrolls and fairly stable prices." Joint Council 43, Detroit, Mich., was the joint council of the month featured.

Joint Councils in San Francisco and Portland paid tribute to the new Teamster general with testimonial dinners during the month.

FEBRUARY

President Beck devoted his monthly letter to the United States Supreme Court decision on trip leasing. In January the court upheld the right of the Interstate Commerce Commission to regulate trip leasing. Teamsters had fought for this position through District Federal Court, the Court of Appeals and had made an appearance through counsel in the Supreme Court. The decision was hailed as a great Teamster victory. Pictures and text told the story of moving day for the International from Indianapolis to Washington and Washington, D. C., the new home city of the Teamsters, was the joint council of the month featured. In both the January and February issues articles appeared describing the testimonials held in honor of the new general president, Mr. Beck. The Teamsters took over Local 202 in New York and Mr. Beck issued a strong statement on honesty in union affairs. His prompt action won national editorial acclaim. A round-up article described the status of toll road construction in the U. S.



SUPREME COURT ruling which upheld ICC's right to regulate trip-leasing started the year "right."

MARCH

In March the general president in his letter to members called for a motor transport commission for the trucking industry. An article described the visit of President Beck and others to see President Eisenhower in behalf of a motor truck commission proposal. Joint Council 10, Boston, was featured in March. The AFL served an ultimatum on the International Longshoremen's Association and was later to elect Mr. Beck to the Executive Council and make him a member of a committee to help clean up the waterfront mess. "Operation Newark," an NLRB election battle in Newark, was described in the March and April issues as an important step in demonstrating the effectiveness of Teamster cooperation. Assistance moved in from as far as the Mississippi in the West and New England in the North. Two trucking stories described the role of motor transport —one on hauling chemicals and another on trucking in national defense, this one a by-line piece by Norman Damon of the Automotive Safety Foundation.

APRIL

"Operation Newark" was called a "significant triumph" by President Beck in his monthly letter and the whole story of the operation was told in story and pictures. National conferences of trade divisions were scheduled for the latter part of the month. The General Executive Board announced that it was stepping up organizing. During this month General President Beck issued Progress Report No. 1. He undertook to summarize activities of the organization since becoming president and indicated that he would issue reports of this type from

time to time. Joint Council 13, St. Louis, was placed in trusteeship in March and the story of that problem appeared in the April TEAMSTER. Attorneys representing Teamster local unions and joint councils met in Chicago in March to discuss problems incident to labor law changes.

MAY

San Francisco's joint council, No. 7, was featured in May. How Teamsters in Seattle helped move an orthopedic hospital was told in text and pictures and proved to be a heart-warming story which was given national editorial and news recognition. Of significance in jurisdictional agreements was the pact signed by the International Association of Machinists and the Teamsters. The agreement was designed to "resolve to the fullest possible extent jurisdictional differences and promote harmonious relations" between the Teamsters and Machinists. Signatories to the agreement on behalf of their unions were General President Beck of the Teamsters and President A. J. Hayes of the Machinists. Brewery organization won attention in an article forecasting success in the drive for new members. An editorial warned against efforts by some carriers to try to nullify the Supreme Court decision on trip-leasing through legal maneuvers and called for "eternal vigilance" against gypsy trucking. Pictures told dramatically how "superwarehousing" is required for the new super markets. The Cannery Council moved to Washington.

JUNE

The June issue was largely devoted to reports on the formation of the Central States Conference of Teamsters and to national trade division reports. The front cover pictured the new conference president James R. Hoffa, Detroit, Mich., with General President Beck. Harold Gibbons of St. Louis was named secretary-treasurer. The general president took a long look ahead in his monthly letter and outlined chief problems before the Teamsters. The Teamster truck check was announced this month—June 14-19. Teamster participation in the Union Industries Show at Minneapolis,



"OPERATION NEWARK" resulted in a smashing triumph for Teamsters in Newark breweries, had nationwide support.

April 17-25, was described in story and pictures.

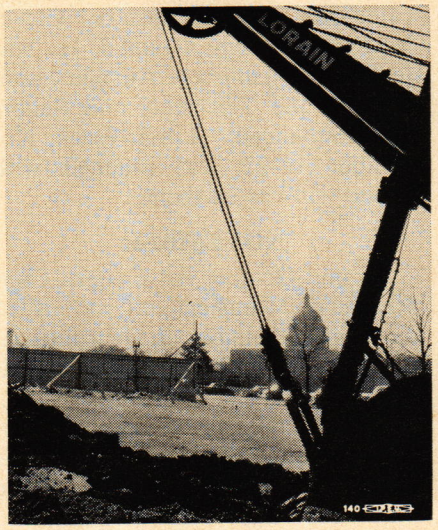
JULY

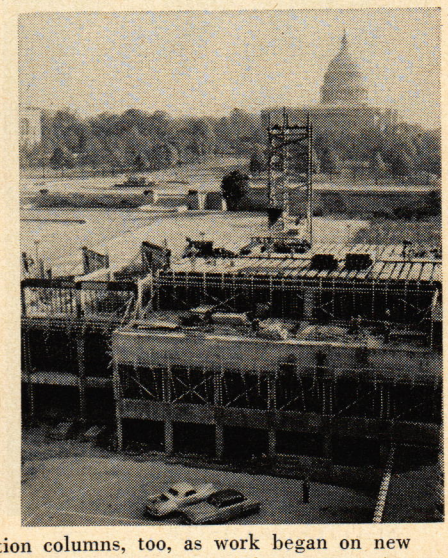
Interstate Commerce Commission inspection was subjected to sharp criticism by the general president in his July letter. California received double recognition — in the Joint Council 38 story (Sacramento) and in a brewery progress story. Civilian defense was the subject of a special feature, also the front cover in July. S. R. ("Pat") Burkholder, Local 533, Reno, Nev., was acclaimed "driver of the year." Bernice Heffner joined Teamster Headquarters staff, resigning as secretary-treasurer of the American Federation of Government Employees. Apprehension over the possibility of an amendment to I.C.C. authority to regulate trip leasing was expressed in an article entitled "Will Congress Bow to Gypsies?"

AUGUST

Activities of the Western Conference of Teamsters and particularly reports on the organization's seventeenth annual meeting were the chief themes of the August issue of THE INTERNATIONAL TEAMSTER. The new conference president, Frank W. Brewster, was pictured on the cover with the general president. The General Executive Board held its meeting in Seattle, conference site, during the Western Conference sessions. Reports of the conference trade divisions told of progress in the 11 Western States.

Further recognition of the West was accorded in the joint council of the month featured—J. C. 37, Portland, Oreg. The issue also related the story of 10 CIO brewery locals coming over to the Teamsters. Editorializing on cooperation in his letter, General President Beck told about the formation of the Independent Advisory Committee to the Trucking Industry. The general president said that the committee and all phases of motor transport have a big job before them.





TEAMSTERS MADE news in construction columns, too, as work began on new Headquarters building near the Capitol. Picture at left was made as excavation for structure was begun; at right, construction progress as it stood on November 16.

SEPTEMBER

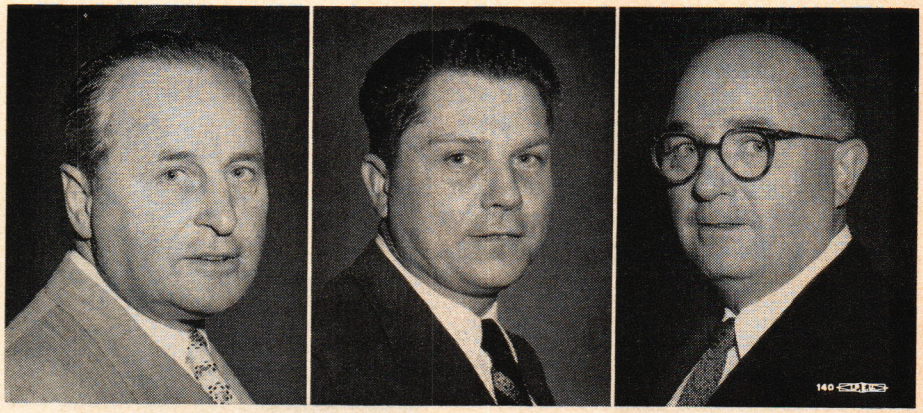
Progress Report No. 2 was published in September with General President Beck indicating the achievements to date and the promise of the future. The front and back covers of the magazine carried a "wrap-around" map of the United States with the conference geographic areas outlined. How 13,000 New England Teamsters won demands after a brief strike was related in September. The joint council report for the month featured, No. 40, Pittsburgh, Pa.

General Secretary-Treasurer John F. English in a special article described the 50-year growth of the International Brotherhood of Teamsters and included a pictorial chart to emphasize his statements. More on trip-leasing appeared with the danger of regulation weakening amendment cited. The mail-by-truck study under the sponsorship of the Independent Advisory Committee to the Trucking Industry was announced with John M. Redding, former assistant postmaster general as the analyst for ACT.

General President Beck was named to the AFL Executive Council in its August meeting and the story with a statement from him appeared in September. The California cannery strike was settled successfully and four more breweries came over to the Teamsters.



SEATTLE TEAMSTERS won grateful praise when they volunteered to move children's hospital.



REGIONAL CONFERENCES were the big news in Teamster organizing programs. Frank Brewster (left) was named to succeed Dave Beck as chairman of the highly-successful Western Conference. Leaders of the two new conferences organized during year were James R. Hoffa (center), Central States Conference, and Edward Crumbock, Eastern Conference of Teamsters.

OCTOBER

Organization and related problems were discussed by the general president in a five-page letter to members in October. Teamsters helped in "Operation Tornado" in Flint, Mich., in which trade unionists joined in a great "building bee" to rebuild houses for citizens whose homes were wiped out by a tornado. Mechanized bookkeeping as a step forward for the International joint councils and local unions was announced by General Secretary-Treasurer English. President Beck addressed the Los Angeles, Calif., Advertising Club.

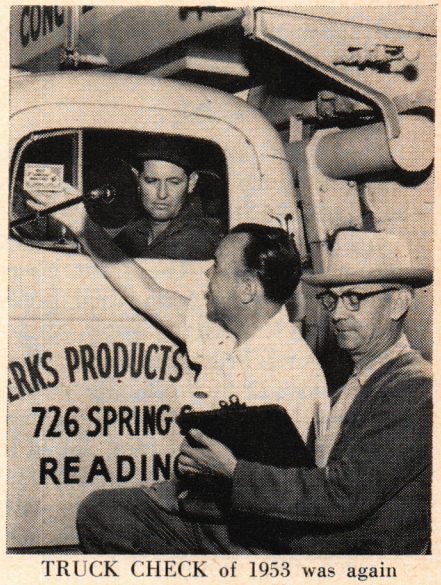
A progress report on the new Teamster Headquarters appeared with pictures plus a photo of progress to date on the front cover. A new warehouse local in Long Island, formerly in the Longshoremen's Union, came over to the Teamsters. Cleveland, Ohio, Joint Council 41, was featured in October. An agreement between the Teamsters and Bakers was announced. Truck Week, November 17-22 was planned with "good will" as its theme.

NOVEMBER

In mid-October the Eastern Conference of Teamsters was established in two-day sessions in Washington. The new conference president, Edward Crumbock, Philadelphia, Pa., was featured on the cover with President Beck. Thomas Flynn was named secretary-treasurer of the conference. John M. Redding had a by-line article on his mail-by-truck report.

The International Teamster saluted the American Trucking Association at its annual convention in Los Angeles. Vancouver, B. C., J. C. 36, was the featured joint council of the month. In October President Beck spoke at the ATA convention in Los Angeles, before the National Press Club in Washington, D. C., and appeared as "Man of the Week" in a national television program, and was featured speaker at the Pittsburgh, Pa., safety conference.

The Teamsters' Union played an active role in the first nationwide observance of "Truck Week," a promotional endeavor designed to call attention to the great service to the nation of the trucking industry and its employees.



TRUCK CHECK of 1953 was again a success, gaining for Union useful organizing information.

'Our Job Is to Demonstrate 365 Days A Year the Value of Motor Transport,' Beck Tells ATA Conclave As He Urges

DRIVER-OWNER COOPERATION

COOPERATION of fleet owners and truck drivers was urged by General President Dave Beck at a luncheon address before the delegates of the 20th convention of the American Trucking Associations in Los Angeles. The convention was held October 26-30 and Mr. Beck spoke on October 28.

President Beck, as chairman of the Independent Advisory Committee to the trucking industry, had participated in the issuance of a statement on mail hauling by truck. This statement and recommendation for a mail transport policy appeared in last month's Teamster.

The general president expressed himself emphatically on the need for a strong community of interest between employers and union in the motor transport field.

"We face many problems," Mr. Beck told the delegates, "and there are forces which would weaken trucking in this country for their own ends. Our job is to demonstrate 365 days a year the value of motor transport. In this endeavor we all have a job — management and driver alike."

The speaker indicated some of the problems as those concerning the economics of trucking while others are concerned with legislative impediments to progress such as interstate barriers erected by state legislatures and regulations of Federal agencies.

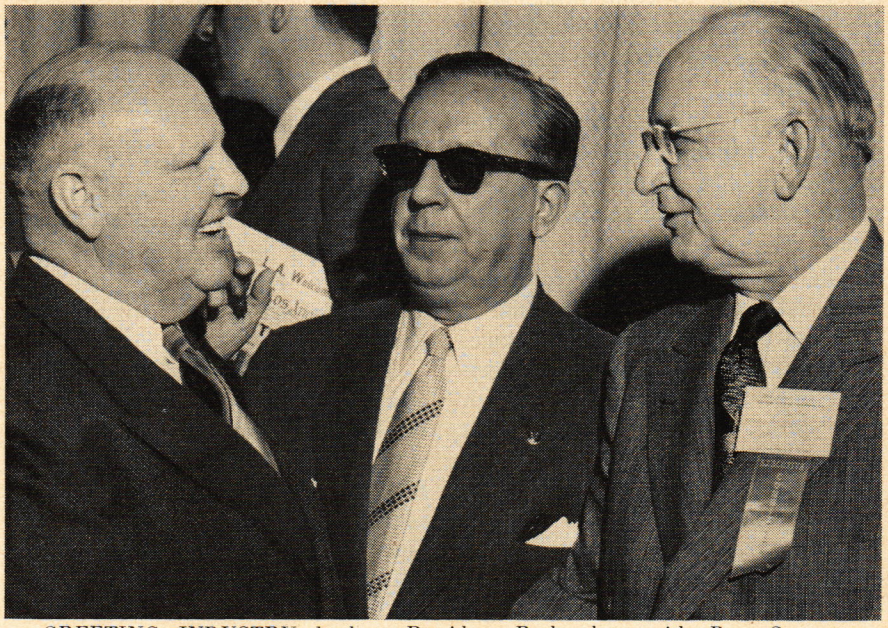
He called attention of the delegates to the great influence which truck companies through their personnel have on public attitudes and urged everyone in the industry to pay increased attention to the public relations value of the industry. He said that public relations is a year-around job and not something that can be stressed only on anniversaries or during special periods of public attention such as celebrations, etc.

Mr. Beck said that both management and labor should understand each other in the industry. He said that labor is pledged to give full value received for its endeavors and he feels that likewise management must respect the advances which have been made by labor through the years. He called for a continued program of mutual confidence and trust as one which will result in understanding of the needs of those whose welfare is dependent upon the success of the trucking industry.

During the Los Angeles convention President Beck conferred with leading figures of the American Trucking Associations, his colleagues on the Independent Advisory Committee to the Trucking Industry and other figures who have leading roles in various aspects of the motor transport. He also talked with Postmaster General Arthur E. Summerfield in connection with the great challenge which mail hauling by truck offers in the interest of better service and lowered costs.

The American Trucking Associations went from the North to the South in changing command at its recent convention in Los Angeles. New president is Jack Cole, head of his own company of Birmingham, Ala. He succeeds Walter F. Carey of another Birmingham—Birmingham, Mich., who became chairman of the board. Mr. Carey succeeds Walter F. Mullady of Illinois, who became a vice president.

Former Atomic Energy Commissioner Gordon Dean addressed ATA



GREETING INDUSTRY leaders, President Beck chats with Bert Seymour (center), president, Associated Transports, and H. D. Horton, chairman of the board, Associated Transports.

delegates. Dean threw cold water on hopes of those who envisioned heavy duty trucks powered by atomic energy in the near future. He said, after indicating that nuclear power would be used in submarines, locomotives and large, ocean-going vessels, that, "As for atomic powered automobiles, they are out of the question, not only for the next decade, but probably forever."

The so-called "piggy-back" plan of some railroads whereby trailers are hauled on flat cars came in for special attention at the convention. A resolution in the closing session of the convention "viewed with ever greater alarm" the piggy-back drive because of what was called the "unrestrained claims of relief of highway congestion being made for the plan." The ATA's executive committee urged a "slow down" of the ballyhoo in behalf of the plan.

A special committee is making a study of the merits and demerits of this form of freight hauling as the result of ATA action.

Munitions haulers adopted a safety code at a meeting of the Munitions Carriers' Conference of ATA in connection with the trucking convention. Carriers heard talks from Defense Department and Interstate Commerce Commission spokesmen. The carriers pledged themselves not only to the observance of Federal interstate regulations but also to compliance with regulations of states and municipalities in connection with the transport of munitions.

The safety code provides for ultra-safe inspection service as well as extreme care on the part of personnel handling and hauling explosives.

The trucking industry received a verbal bouquet from President Eisenhower who sent a message. He said, "Few industries have been more important to America's growth than those which have to do with transportation. To the thousands of men and women of the trucking industry who have so vitally contributed to our transportation facilities —in peace and in war—America owes enthusiastic gratitude. You who meet this month in Los Angeles may rightfully be proud."

Illinois Experts Study Trucking, Report Favorably on Union

The trucking industry of Illini City was the subject of Case Study No. 4 of the University of Illinois Institute of Labor and Industrial Relations.

The case study, just reprinted, is one of the first studies by a team of university economists, psychologists, and sociologists into labor-management relations by the Institute.

"Transportation is inextricably bound with our way of life—economically, socially, and politically," it points out.

The case study examines the structure of our International Union, of our joint council in the area, the local union, and briefly studies the Central States Conference.

The Illini City Teamsters' local, under consideration, received its charter in 1899. It was founded by a group of teamsters hauling coal from the two mines operating in the city. All were driving their own teams.

The Illini City teamsters hauled coal in the winter and worked on grating, basement digging, and construction in the summer. At that time most of the excavating was done by hand labor, and the teamsters operated crude dump-wagons. Other members worked out of an old dray station, where the customers would come to engage a teamster to do their moving.

On April 3, 1900, the local paper announced that the local union had approved a pay scale of $3.50 for a team and one man for an eight-hour day. The scale for a driver of a team was set at $1.75 for an eight-hour day.

The researchers attributed the rise of the local union in recent years to the leadership of the business agent, who first assumed office in 1936. He had been regularly re-elected secretary-treasurer and business agent thereafter. The majority of the rank and file interviewed attributed the growth and success in operation to his leadership, the survey stated.

A history of the local's negotiations with local management was traced. Wage structures were studied, and an opinion poll conducted.

Members were overwhelming in expressing the opinion that the union had bettered conditions for them.

In conclusion, the study recognizes a "fuller acceptance in Illini City of unionism as a part of the 'industrial way of life.' "

White House Sets Safety Conference

Care in highway travel will be pointed up by the White House Safety Conference which has been scheduled for February 17, 18 and 19 in Washington, D. C. The conference will be held under the auspices of the Department of Commerce. Chairman of the conference will be Rear Admiral H. B. Miller.

The conference will bring to the nation's capital leaders from labor, business, agriculture, women's groups, civic organizations, community, national and religious organizations.

Emphasis will be given to the need for local leadership in highway safety, the official announcement from the Department of Commerce said. Cooperating with the conference will be the office of the Under Secretary for Transportation and the Bureau of Public Roads.

The growing volume of traffic, both pleasure and commercial is creating additional problems of highway safety requiring concerted action at all levels—local, regional and national, the announcement indicated.

Sponsors of the conference indicated they had received a cordial response on the part of interested groups. The program is expected to discuss various aspects of the highway safety problem and ways and means of meeting them.

'TRUCK WEEK' ACCLAIMED SUCCESS

RUCK Transportation Week, November 16-22, was celebrated throughout the nation with a high degree of success, reports coming to THE INTERNATIONAL TEAMSTER just before press time indicated. This issue of the magazine was being prepared early during Truck Transportation Week and hence reports received were far from complete.

Highlights of the celebration included:

1. Press conference in Washington by the chairman of the Independent Advisory Committee to the trucking industry, General President Dave Beck.

2. Publication of full-page newspaper advertisements under the auspices of the ACT heralding the week and carrying a message of the importance of trucking to the national economy.

3. Proclamations by governors of several states, statements, declarations and congratulatory messages from others in connection with the week.

4. Celebrations paying tribute to trucking in various parts of the country.

Mr. Beck on behalf of the ACT held a press conference in Washington November 17 in order to spell out to the press and public aims of the ACT set-up. In discussing the labor-management-industry program Mr. Beck placed special emphasis on the mail-by-truck aspect of the committee's work. John M. Redding, former assistant postmaster general, has made a detailed analysis of mail transportation and submitted recommendations to the members of ACT.

Better service at lower costs can be effected through transferring a large share of the short haul mail from rails to trucks, Mr. Beck told reporters in his press conference. He said savings estimated as much as $100 million annually could be made. At the same time faster mail service can be provided, he predicted. The ACT chairman pointed out that while the entire trucking industry has a big stake in volume mail shipping, the aims of the committee are those of public spirited citizens who want to see mail service improved. He said that trucking did not want new business at the expense of public service, but that a full analysis of the mail transport situation indicated beyond any doubt that service would be substantially improved if more mail were hauled by trucks.

The Independent Committee placed paid advertisements in key papers from coast to coast. This full-page advertisement appeared as a message on behalf of trucking. Among the newspapers in which the advertisement appeared were the *New York Times, New York Journal-American, Washington Star, Cleveland Plain Dealer, Chicago Tribune, New Orleans Times-Picayune, Detroit Free Press, Los Angeles Examiner, San Francisco Chronicle, Seattle Post-Intelligence* and others.

Governors in a number of states issued proclamations in recognition of Truck Transportation Week. Among those which had been received by THE INTERNATIONAL TEAMSTER were those from Governor Christian A. Herter of the Commonwealth of Massachusetts; Governor Dennis A. Roberts of Rhode Island; Governor C. J. "Doc" Rodgers of Wyoming and Governor Paul Patterson of Oregon.

The proclamations followed a basic pattern in recognizing the place and contribution of the trucking industry toward the building of modern America. The Rhode Island proclamation, typical of those issued, said that ". . . the first motor





AMONG NUMEROUS states in which governors officially proclaimed November 16-22 "Truck Week" were Rhode Island and Massachusetts. In photo at left, Governor Dennis J. Roberts of Rhode Island signs proclamation while Mrs. Lena Daly, carriers' representative, and Teamsters Local 251 Secretary-Treasurer Alexander J. Hylek look on. At right, Governor Christian A. Herter of Massachusetts approves proclamation. Left to right, standing: Thomas C. Healey, of Joint Council 10; Frank Thompson, carrier representative; Joseph Goff, Local Union 259; Earnest A. Johnson, Commissioner of Labor; Thomas F. Tighe, Joint Council 10; John Welch, H. P. Welch Co. Seated: Charles A. Burns, Local Union 379; Governor Herter, and Allan Wilson, A. Towle Co.

truck which moved along the roadways 50 years ago was nothing more than a motorized dray or delivery wagon" and that "from this early revoluntionary development, there have grown new and better manufacturing, merchandising and transportation industries that have become a vital adjunct to the peaceful progress, security and economic expansion of our state and nation."

COMMUNITY CONTRIBUTION

The proclamation said that truck transportation "has greatly contributed to the forward advancement in building up new communities and uniting existing communities closer together" and because of the important role of trucking "citizens of this state are asked to give heed to the importance of this fiftieth anniversary of motor freight transportation with its fine record of accomplishments, contributions and economic structure in the past and for the future."

Celebrations were held in a number of cities under joint sponsorship of trucking operators and the Teamsters. In York, Pa., a parade was held in cooperation with the Pennsylvania Motor Carriers Association.

A "silver dollar pay day" in Scranton, Pa., highlighted a community celebration in honor of truck transportation during the week-long festivities. Arrangements were made with the Federal Reserve Bank of Philadelphia to supply Scranton banks with silver dollars for use in the currency for wage payments on "silver dollar pay day." Special cardboard containers were used by the trucking firms instead of the customary pay envelopes for payment of employees. The "pay checks" required special containers because the average trucker's week's wages would weigh from five to seven pounds in terms of hard currency. Some $120,000 was used in the special pay-day project.

LEADING STATE

Special dinners, parades and other celebration events were held in many cities of the State as Pennsylvania was one of the leading states in marking the Truck Transportation Week.

Just prior to the opening of the official celebration the Independent Advisory Committee to the Trucking Industry presented a citation to William Randolph Hearst, Jr., newspaper publisher. The citation was given Mr. Hearst in recognition of his services to motor transport, citizenship and national defense. The presentation was made in the New York offices of the Hearst organization.

In addition to the celebrations, a harvest of favorable publicity including laudatory editorials appeared in the nation's press.

Teamsters Will Soon Be Moving!



PROUDLY ANNOUNCING that the Teamsters' Union soon will be moving into its own building in Washington, D. C., workmen erect sign at construction site of new building near U. S. Capitol. Building pace is being maintained on a rigid schedule.

Trucking Service Shows Big Boost

Trucking as a service to the nation is showing increased growth, with a new all-time peak reached last year, according to national studies just released. The growth achieved last year was 6 per cent greater than it was heretofore.

The figures showing the new high levels of motor transport as freight hauling service for U. S. shippers is set forth in "American Trucking Trends" which shows the year to year changes in the patterns of operation of the industry. This study was made by the research experts of the American Trucking Associations, Washington, D. C. The figures are based on analysis of figures from the United States Bureau of Public Roads, the Interstate Commerce Commission and other sources.

Trucks constitute 17 per cent of all motor vehicles and now total 8,817,612 a figure which represents an increase of 194,522 over the previous year. This figure does not include the 390,285 government-owned vehicles which should be included in any overall total of trucks operating on American roads.

The top four states in the nation in order with their total registrations are: California, first with 686,051 truck registrations; Texas, second with 661,210; Pennsylvania, third with 469,440 and New York, fourth with 443,178.

The research studies shows that trucking maintains its high place as an employer in the American economy ranking No. 2, second only to agriculture.

BECK PLEDGES AID FOR 'CITY OF HOPE'

LEADERS in government and the civic and entertainment worlds joined last month in a testimonial to General President Dave Beck in behalf of the City of Hope, nonsectarian Southern California medical center.

A highlight of the dinner at Los Angeles' Ambassador Hotel was presentation of the "Torch of Hope" award to President Beck.

In accepting, President Beck said "this is an honor shared by the great International Brotherhood of Teamsters."

The award was presented by Victor M. Carter, president of the City of Hope. The medical center, established in 1913 to serve members of the labor movement, provides treatment without cost to victims of cancer, tuberculosis, leukemia and heart ailments.

President Beck told distinguished guests at the Los Angeles dinner of the Teamsters' plan to endow buildings and facilities at the City of Hope in a $750,000 fund-raising campaign spread over the next ten years.

O'BRIEN TOASTMASTER

Movie actor Pat O'Brien was master of ceremonies for the testimonial dinner honoring the Teamsters' president. Other guests included Sheriff Eugene Biscailuz of Los Angeles County, District Attorney S. Ernest Roll, Thomas L. Pitts, president of the California Federation of Labor.

President Beck stressed that the fund-raising efforts of the Teamsters' Union has been and will be strictly on a voluntary basis, pointing out that he has always opposed any form of "pressure" in solicitations by unions. He also declared that it was only after careful consideration and the realization of the great humanitarian service being performed by the City of Hope, that he consented to permit his name to be used in the solicitation.

The decision to support Teamster-endowed facilities at the Southern California hospital was made by the Seattle meeting of the General Executive Board. Maintenance and expansion of the huge facility depends largely on support of union members.

Recalling his tour through the medical center, President Beck said he had talked to "girls and boys who have been in the hospital for three and a half years and have not had to pay a single cent for their residence in that great institution."

"I never saw morale at a higher point," he declared.

IMPRESSED BY SPIRIT

The Teamster leader said he had been impressed by the spirit of the patients, so compelling is the feeling of humanitarian service at the City of Hope.

"By the slightest will of fate, some of us could be in that institution or another tonight," he reminded his dinner audience.

President Beck likened the spirit of understanding, fraternity and good will which maintains the City of Hope to the attitude needed between management and labor in solving their mutual problems.

When this feeling of common respect and understanding prevails, he declared, then nobody need fear the encroachment of Communism into our national life.

PROCEEDS FOR RESEARCH

Proceeds from the testimonial dinner to President Beck went to the national medical center, which maintains research facilities among the largest and most modern in the world. The dinner was sponsored by the Teamsters' City of Hope committee with Joint Council No. 2 as host. State Federation of Labor President Pitts, who also is secretary of Teamsters' Local 848, was dinner chairman. Jack Annand, president of the Joint Council, was arrangements chairman, and Chief Justice Earl Warren was honorary chairman.



TORCH OF HOPE plaque is presented President Beck by Victor M. Carter, president of the City of Hope. At right is Thomas L. Pitts, president of the California Federation of Labor and secretary of Teamsters Local 848.

Joint Council 25

(Continued from page 11)

ly the latter, as represented by the Chicago Union Stock Yards.

Here, in a square mile area, Chicago packers process enough meat in a year's time to furnish the entire United States with a five weeks' supply. The livestock is trucked in from the farms and ranches of 27 states. Receipts at the yards for the past five years have averaged 2,100,000 cattle, 3,947,000 hogs, 1,455,000 sheep and lambs and 234,000 calves. In the big Union Stock Yard operation, members of Local 710, Meat Drivers and Helpers, have a vital part. They are ably represented by one of Chicago's outstanding unionists, John T. O'Brien, secretary-treasurer of Local 710 and a vice president of the International Brotherhood of Teamsters. Local 710's headquarters are at 4217 South Halsted street, just down the street from the main entrance to the Union Stock Yards, and directly opposite the International Amphitheatre, scene of last year's national Republican and Democratic conventions.

There are many other statistics that can be tossed out to show the magnitude of the Chicago operation. When it is learned that Chicagoans drink or use about 2,000,000 quarts of milk a day, and that it takes about 21,000 farms in Illinois, Wisconsin, Indiana and Michigan to supply this requirement, it can be readily appreciated that Local 753, Milk Wagon Drivers, is in itself a sizable operation.



Officers of out-of-town locals affiliated with JC 25. Seated, from left: John Baggot, 782; N. J. Powers, 720; Henry Burger, International Representative; E. J. Donovan, 755; J. N. Goetz, 721. Second row: Ted Stark, 330; Pat Lendi, 782; J. Charvat, 782; L. A. Kelly, 720; J. E. O'Hara, 720. Third row: H. A. Floyd, 330; O. Floyd, 438; Elmer Delibac, 438; Floyd C. Hefner, 423; Neal Jansen, 423; Roy Leverenz, 673.

Maybe you'd like to digest a few more Chicago statistics? It costs $250,000,000 a year to run the city. There are 20 colleges and universities and over 200 technical schools. There are 2,000 churches, synagogues and other places of worship. There are 6,000 cops and 3,500 firemen. (Here and now, tribute is paid to Patrolman Bob Eldridge, whose beat is the Loop area, and who practically re-routed Loop traffic in order that the magazine could get shots of Teamster drivers in action.)

But Chicago can't be conveyed in facts and figures, or even in photographs. Poets like Carl Sandburg have sung about the place, and have distilled some of the harsh savor, the unique bouquet of Chicago. Its sprawling immensity defies any pat summing up. Its infinite variety makes it eternally interesting. If possible, see it with a good paid-up member of the Teamsters. You'll be glad you went.

Below: Officers and business agents of local unions affiliated with Joint Council 25, Chicago, pose for their photograph at Joint Council Headquarters, 133 So. Ashland Avenue. Seated, from left: M. Healy, 710; F. Mathies, 702; T. Amadeo, 704; W. Bolz, 772; E. Healey, 734; J. Ryan, 786; J. T. O'Brien, 710; Ray Schoessling, 744; J. Bray, 704; D. Colucio, 761; J. Bernstein, 781; J. Conley, 761; C. Trinchitella, 734; A. Taphorn, 705. Second row: C. Himber, 705; M. McGinnis, 738; F. Rogers, 738; L. Muma, 711; H. Nelson, 734; J. Mahony, 734; S. Jarolin, 743; W. O'Brien, 710; T. Kilroy, 781; J. Frank, 712; T. Greene, 738; R. Domenic, 738; J. Burrzinski, 743; K. Hester, 743; S. Krisik, 786; J. Connors, 777; F. Schmidt, 710; C. Doty, 702; F. Seban, 744. Third row: S. Canino, 705; J. Daly, 726; R. Phelps, 706; G. Copps, 726; M. Maus, 725; J. Ruf, 742; F. Groth, 742; M. Fomusa, 738; A. Burnier, 754; W. Joyce, 710; J. Phalen, 710; W. Lawler, 710; R. Szucs, 710; J. Wallace, 702; A. Sagerstrom, 702; A. Will, 743; C. Thomsen, 731; W. Hicks, 772; J. Desmyter, 705. Fourth row: W. Jonas, 705; D. DeBlasio, 705; L. Peick, 705; S. Keshen, 738; M. Raimondi, 703; J. Mahoney, 703; T. Keegan, 710; M. Raleigh, 727; E. Gale, 727; T. Judge, 706; O. Kofkin, 777; W. Pritikin, 777; J. Coca, 777; F. Carey, 743; W. Hogan, 785; W. McNulty, 753; L. Monahan, 731; F. Gillespie, 754; J. Casey, 785; J. Sheridan, 702; F. Kretky, 705. Fifth row: E. Fehlhaber, 739; M. Heinzelman, 744; P. Morriss, 786; H. Brinker, 726; J. Kelahan, 710; D. Peters, 743; S. Yurgil, 761; D. Sark, 726; H. Lagergren, 744; P. Bergmann, 744; D. Bollman, 786.



WELFARE PLANS WON BY TWO MORE LOCALS

Welfare plans for two more East Coast bakery drivers locals were announced last month, following successful negotiations of collective bargaining agreements with major baking companies of New York City and Pittsburgh, Pa.

A comprehensive plan for Bakery Drivers Local 550 of New York City went into effect November 1. It will cover approximately 2,000 bakery drivers in New York City and vicinity, plus approximately 6,000 of their dependents.

Local 550's program will be supervised by a joint Board of Trustees which includes Joseph A. Clark, president of the local union; Everett P. Godfrey, local secretary-treasurer; and Charles J. Kuentz and Jack C. Scherer, business representatives; as union trustees, and the following as employer trustees—James F. Egan of the Ward Baking Company, Andrew R. Sutherland of the Continental Baking Company, Hyman Waitzman of the American Bakeries Company, and G. A. Walsh of the New York City Bakery Employers Council.



SIGNING PACT for Local 550 Welfare Fund are Gerald A. Walsh, executive secretary of Bakery Employes' Council, (left) and Joseph A. Clark, Local 550 president. Two welfare plan consultants watch.

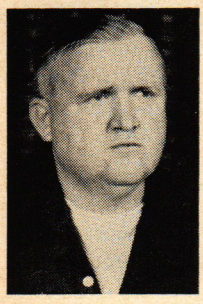
Aside from the substantial benefits provided by the plan, Local President Clark stated that the plan will also serve to eliminate the members' weekly contributions to the cost of the disability benefits required by the New York State Law.

The second plan announced, which also went into effect November 1, covers all employees of contributing employers who are represented by Bakery Drivers Local 485 in Pittsburgh and Western Pennsylvania.

Approximately 1,100 bakery drivers, plus 3,500 of their dependents, will be covered by the Welfare Fund. The joint Board of Trustees to supervise the fund consists of the following—Union Trustees, George E. Frazier, president of Local 485; William H. Tappe,. Local 485 secretary-treasurer; and William J. Marshall and H. J. Rectenwald, business representatives, and Employer Trustees, H. W. Cramer of the Ward Baking Company, K. P. Day of Grennan's Cakes, Inc., R. R. Morris of the Bold Baking Company, and J. W. Williamson of the Duquesne Baking Company.

A VETERAN BATTLER AIDS ILA-AFL DRIVE

Paul Hall, secretary-treasurer of the Seafarers' International Union and member of the AFL committee in charge of the new longshoremen's organizing drive, comes from a union family and has a long background of trade union battling under many adversities. The longshoremen's drive is another effort in Hall's long career in the interest of men who work at sea or in connection with shipping.



The husky 39-year-old SIU officer was born in Ingle Nook, Ala., son of a railroad engineer, a man who was an officer in the railroad brotherhood on the Louisville & Nashville Railroad. He left school after the eighth grade to help support his family after his father died. After numerous jobs such as ice deliveryman, grocery clerk and salesman he turned to the sea and began shipping out of Tampa, Fla., where he and his family had moved.

Hall worked on union problems and helped build the SIU Atlantic & Gulf District and served as a rank-and-file delegate on most of the vessels on which he sailed. He served in the engine room and later as an oiler.

During World War II he left a dispatcher's job in Baltimore to go back to resume sailing during some of the most hazardous periods of the war and in 1944 he was elected port agent for New York.

In the New York area he headed the union's important organizing drive in connection with the Isthmian Steamship fleet of 123 vessels, after having been named organization director for the Atlantic & Gulf Coast. The SIU overwhelmingly defeated the National Maritime Union, said to be the largest maritime election ever conducted by the National Labor Relations Board.

Teamwork is a dominating attribute of Hall's method of union operation. He has aided many other unions, often those whose work is apparently unrelated to shipping such as the Wall Street white collar workers 39-day strike of 1949. He has worked closely with the AFL Commercial Telegraphers and the International Ladies Garment Workers Union.

Believing that Teamsters occupy a strategic position in the economy and in modern distribution, Hall has worked with Teamster local unions and joint councils. When the appointment to the longshoremen's organizing group came in September he was prepared by experience, knowledge, background and aptitude to tackle another tough job—another of many he has seen through in his career as a trade unionist.

TEAMSTER TOPICS

Charles Morgan Award

Willis C. "Tiny" Brown, 37, a member of Teamsters Local 15, Galesburg, Ill., and a driver for the Central Transfer Co. of Peoria, recently received the Charles Morgan Award from John V. Lawrence, managing director of the American Trucking Associations, sponsor of the national truck roadeo.

The award was presented at a banquet of the National Truck Roadeo in St. Paul, Minn., September 26. It is the National Trucking Industry's highest award for outstanding character, sportsmanship and skill.

Equipment Shown

Four members of General Drivers and Helpers Union No. 662 of Eau Claire, Wis., employed by Briggs Transportation Co., joined with Ray Hughes of the company's sales and operations department to demonstrate over-the-road equipment to visitors attending the National Plow Matches in Eau Claire recently.

Local 662 members included Paul Johnson, Oscar Lovelien, Paul Lovelien, and Tom Miner. Together with Hughes, they represented 53 years experience with the equipment demonstrated.

More than 5,000 visitors to the National Plow Matches viewed the Briggs exhibit, it was reported.

Union Winners

Union drivers dominated the winners' circle in the recent Maryland Motor Truck Assn. Roadeo, winning all championships, all second places, and, with one exception, all third-place positions.

Teamster winners came from Truck Drivers and Helpers Local 355, Freight Drivers and Helpers Local 557, and Petroleum Industry Drivers Local 303.

Murphy Appointment

New AFL representative on the Iowa State Employment Security Advisory Committee is James J. Murphy, business agent and secretary of Teamsters Local 383 of Sioux City. Murphy, a former Iowa State Federation of Labor vice president, was appointed by Governor Beardsley.

Stamp Breaks Records

All records for first day cancellations sales were broken by recent purchases of covers bearing the stamp commemorating the 50th anniversary of the Trucking Industry, Postmaster General Arthur E. Summerfield has announced.

First day cancellations, assigned to Los Angeles, site of the American Trucking Associations convention, on October 27, totaled 875,021. The former record was set in 1947 at New York, when 712,873 first day covers were cancelled bearing an issue commemorating the centenary of the post office stamp.

Summerfield said that 1,624,053 of the three-cent trucking industry commemorative stamps were sold the first day at a value of $48,721.59.

15-Year Record

Kelso Robinson, a member of Highway Truck Drivers and Helpers Local 107 of Philadelphia, recently completed 15 years of perfect, safe driving for United Parcel Service. Officials of the company estimate that Brother Robinson has driven approximately 60 miles a day for the last 15 years without being struck by another vehicle or hitting any object. He has received many awards from United Parcel Service for his continued safe driving, including a pen and pencil set, award certificates, a gold watch, a silverplate service, and a set of dishes.

Movie Set Visitor

Beulah Mae Geyer, a secretary at Local 142 of the Teamsters' Union in Gary, Ind., realized the dream of thousands of young movie fans when she had a visit recently with Universal-International Star Rock Hudson on location at Lake Arrowhead, Calif., with "Magnificent Obsession" in which he co-stars with Jane Wyman and Barbara Rush.

Lucky Miss Geyer's entree to the set was through her father, R. A. Geyer, first aid man who administers the company's medical needs on location.



EQUIPMENT DEMONSTRATORS at the National Plow Matches in Eau Claire, Wis., were, left to right, Paul Johnson, Oscar Lovelien, Ray Hughes, Paul Lovelien, and Tom Minor. All except Hughes are members of Local 662.

Thanks to Union

William M. Wolfe, vice president of Watson Brothers Transportation Co., Inc., Omaha, Nebr., recently expressed thanks to General President Beck and the International Union for assistance in overcoming public concern and the actions of the Omaha City Council in banning the use of any portion of the city streets of Omaha for trucks hauling ammunition.

The action following was the aftermath of an explosion ten miles from Omaha several weeks ago.

"We found ourselves in a position where we needed some real assistance, and we got it, not only from your International Union, but from your local as well," stated Mr. Wolfe.

The International Union sent a representative to Omaha to help the trucking industry get its side of the story to the general public.

As a result, the Federal Court has restrained the city from enforcing its ban, and, although the matter is not completely settled, "we want to say that the voice of Labor was well heard and well presented, and we are very proud of the way everything was handled," concluded Mr. Wolfe.

State Roadeo Champ

Members of Truck Drivers and Helpers Local 355 of Baltimore recently paid tribute to Clyde F. Lanham, state champion in the Maryland Motor Truck Assn. Roadeo's straight truck division. On behalf of the membership, President Harry Cohen presented Lanham with a watch in recognition of his achievement.

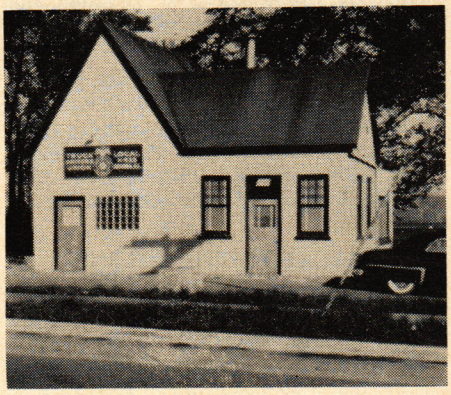


STATE CHAMP Lanham receives watch from President Cohen.

An employee of Albert F. Goetze, Inc., Lanham entered the roadeo, this year, for the first time. He has been a member in good standing of Local 355 for 15 years. Lanham placed seventh in the national competition.

Drive-In Office

Truck Drivers Local 423 of Aurora, Ill., has headquarters with unique parking facilities. The local purchased a gasoline station, converted



it into a union office. Now a member can drive up to the front door, pay his dues, and drive away without difficulty. There is room on the service ramps of the former gas station for approximately 20 cars to park during a union meeting.

A Public Service

Milk Drivers and Dairy Employees Local 471 of Minneapolis presented hospital equipment valued at more than $5,000 to the Sister Kenny Institute and the Minneapolis General Hospital. Purchase of two iron lungs and a rocking bed was made possible through sales of "Aquatennial" tickets by Local 471 members last summer. In a letter of thanks to Secretary-Treasurer George Bergquist, Superintendent Kenneth J. Holmquist of the General Hospital said the public service of Local 471 demonstrates that "organized labor has, among other objectives, an interest in supporting worthwhile community projects and that labor is willing to share in the community responsibility that belongs to all of us."

Pays Injunction Costs

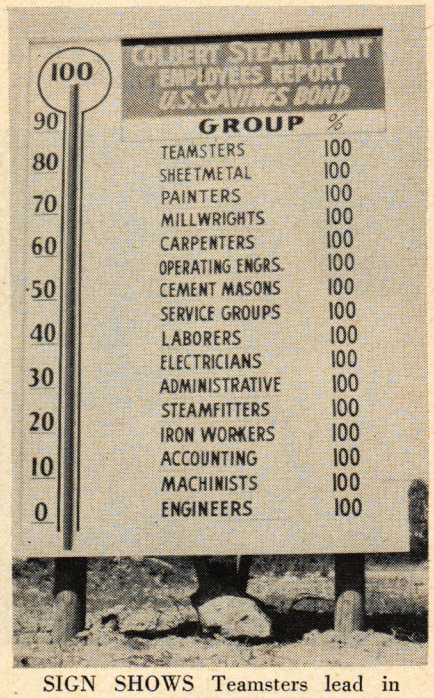
Teamsters, Chauffeurs, Warehousemen and Helpers Local 983 of Pocatello and Idaho Falls, Idaho, recently filed suit against Parks Transfer Co. for non-compliance with its contract. The local obtained a court injunction against the employer, forcing the company to comply with its agreement. In addition, attorney fees and court costs were paid by the company in a $200 check issued to the local union.

Clarence Lott, secretary-treasurer of Local 983, in reporting the action, expressed the belief that this marked the first time that a union ever had its legal costs for obtaining an injunction paid by an employer.

Spark Bond Drive

In a recent bond drive at TVA's Colbert Steam Plant at Tuscumbia, Ala., Teamsters were the first craft to reach 100 per cent participation. According to W. McMahan, project manager, Teamsters sparked and led the job throughout the bond drive.

Teamsters employed at the steam plant, which will add another 800,000 kilowatts to national defense power resources when completed in 1955, are members of Local 402, Sheffield, Ala.



SIGN SHOWS Teamsters lead in Savings Bond drive.

Carl (Bobo) Olson Is As Much at Home In a Warehouse as in the Ring—He's

A FIGHTING CHAMP, A GOOD TEAMSTER!

BEFORE a TV audience of millions last October, a baldish, busy fighter pummeled Britain's Randy Turpin for 15 frenzied rounds and ascended to the world's middleweight boxing throne vacated by Ray Robinson.

Alongside the sinewy Turpin, Carl (Bobo) Olson looked more like a clerk—or a warehouseman—than a fistic demolition expert. And, a warehouseman he is. Until two years ago, the new middleweight champ worked regularly in a San Francisco department store warehouse as a member of Teamsters' Local 860, and he still is a paid-up member.

Local 860 members have been Olson's most loyal boosters during his long climb to fame in the hook-and-jab sport. During the "lean" days of his ring career, the Hawaiian-born boxer trained after quitting time and worked right up until the day of a fight. He always reported promptly the next morning, too.

FATHER OF THREE

Olson, father of three boys, still works in the warehouse occasionally to "limber up," but he has devoted virtually all his time in recent months to the tough, serious business of becoming middleweight champion. He started his march to the title when he attracted attention of ring followers by losing a close verdict to Sugar Ray Robinson, before the champ began to weaken. At a time when Robinson still was fast as lightning and just as deadly, Olson came close to whipping him.

Later, Robinson lost his title to easy living and Turpin, then British champion. A few months later, after some serious training, Robinson won the title back, then wisely retired. That set the stage for an invasion into the East for Teamster Olson.

PACKED WITH TALENT

A long line was forming at the right for the vacant crown. The middleweight class was crowded with top performers, including Turpin, Olson, Paddy Young, Ernie Durando and France's Pierre Langlois. In a series of elimination fights, Turpin disposed of Langlois, and Young removed the iron-jawed Durando from the list. Then, Olson's two-fisted style overcame Young, as the Teamster won the American version of the middleweight title. The world championship match with Turpin followed.

The Britisher was outclassed from the start. Fight fans quickly noted that Turpin—and this is no pun—didn't know the ropes. Tireless Bobo repeatedly drove the former champ into the ropes and pounded away with both hands. Turpin just couldn't find the way back to the center of the ring, where his longer reach and unorthodox jab could be used to advantage.

After Olson won the title in convincing fashion, members of Local 860 wired congratulations. His fellow union members attend Olson's fights in the San Francisco area. When he fights out of town, they send telegrams and a delegation from 860 meets him at the train on his return.

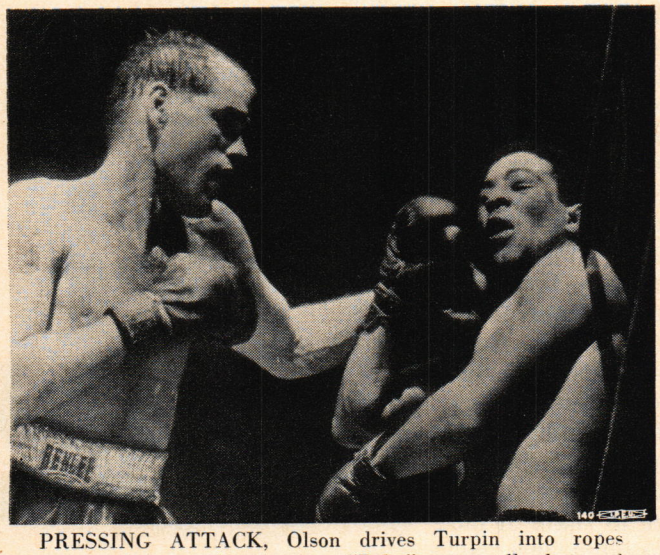
PRAISES TEAMSTER LOCAL

Sid Flaherty, Olson's manager and a learned student in the punch-for-pay business, was high in his praise for Local 860 in a recent national magazine article. Flaherty said he insists all his fighters get Local 860 cards and go to work at warehouse jobs. With the help of Local Secretary Ted White, he keeps close check on his charges. If they don't maintain good work records, Flaherty tells them to get busy or get a new manager. Like Olsen, Flaherty believes warehouse work is one of the best ways to keep in condition. And, of course, it provides a good income for young fighters between bouts.

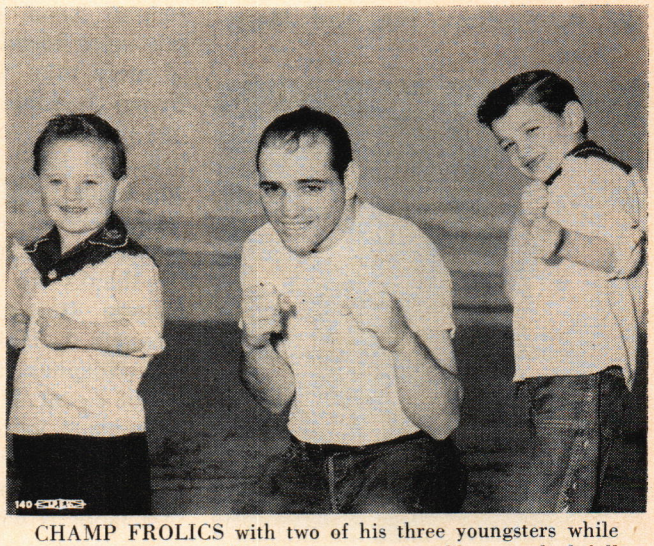
Evidence that the boxers find Local 860 a good union is found in the line-up of ringmen on the roster. The list includes Wes Echols, Eddie Chavez, Doug Kirby and Jimmy Savala, all promising young performers in the boxing world.

A look at the history of Local 860 furnishes a possible clue to its popularity with fighters. The local was born "fighting," having been organized to fend off a threat by Harry Bridges to throttle Bay City industry and take over all warehouses. Today, the union has more than 3,500 members.

Not all are fighters, but you can get hot words from any one of them if you don't agree that their pride and joy, the relentless Olson, is the stoutest champ of them all.



PRESSING ATTACK, Olson drives Turpin into ropes during championship bout. "Bobo" repeatedly battered Britisher at close range on ring strands.



CHAMP FROLICS with two of his three youngsters while relaxing at home. Until two years ago, Olson worked full time at his warehousing job.

WHAT'S NEW?

Heats Cargo by Propane Gas

ICC requirements for vented cargo heating will be complied with if a new cargo heater fired by propane gas and delivering 13,000 Btu is installed. The unit consists of three parts—the heater, a junction box and a propane bottle carrier, the latter designed for two 20-lb. propane bottles. Measuring 4 ft. 4 in. high, 16 in. wide and 8 in. deep, with a weight of 70 lbs., it is thermostatically controlled with 100 per cent shut-off, the gas flow being automatically cut off when the heater line is disconnected. The junction box is mounted on the floor of the truck in order to supply a quick, detachable connection to the heater and fuel supply.

•

Adjusts Shocks To Load Amount

The problem of the absorption of road shocks in direct proportion to the amount of load being carried is a real one, but can be solved by a redesigned self-loading float, says its Texas manufacturer. The unit consists of a tandem assembly utilizing a series of high density rubber cushion fingers, so designed as to come into play progressively as the payload is increased on float trailers.

•

New Tail Gate Easy to Install

Ease of installation is an outstanding feature of a new tail gate from an Ohio firm. Four U-bolts hold the new battery-powered, hydraulically-operated lift tail gate on one-half, three-fourth and 1-ton trucks and the only other connection is a cable to the battery and the push button control. The gate, which includes a positive locking device, is designed to accommodate loads up to 1,000 lbs.

•

Economy, Convenience In Cleaning Unit

Cleaning solution in the form of heavy suds or lather is discharged from a new pressure lather vehicle washer designed primarily for washing buses and trucks. Economy of operation is a great advantage claimed for the washer since no cleaning fluid is lost through splashing on the ground, as is the case when buckets and brushes are used. In operation, the unit's 14 gallon pressure tank is filled with a prepared solution which is then converted into a lather by compressed air. This is discharged through a 50-ft. length of three-fourth in. hose and a long-handled gun.

A pressure-regulating valve controls the flow of air into the tank which is also equipped with a safety valve, and the solution level is easily checked by means of a gage assembly on the side of the tank.

•

Two-Speed Transmission For Light-Duty Trucks

A new two-speed auxiliary transmission, designed for light-duty and pick-up trucks, is now being offered, complete with installation kits and installation instructions for all popular truck makes. It is available either as an overdrive or as an underdrive.

•

Reversible Ratchet For Tight Spots

If you are interested in multi-purpose tools, here's an idea—a new flex reversible ratchet. Designed for operation at even the most difficult angle, from horizontal to vertical, a full 90 degrees, it is available in three-eighth in. square drive. This tool is just the thing for reaching hard-to-get-at nuts and features sturdy and compact strength, a knurled grip, triple plate chrome finish and the "keyless locking" feature.

•

Facilitates Cleaning Of Spraying Booths

Paint spray booths can now be cleaned with greater efficiency and at reduced costs by employing a new product from a Pennsylvania firm. This is a milky-white substance with the consistency of paste that can be applied to any surface by a brush, trowel or knife to a thickness up to one-sixteenth inch. After application, two courses are open. The treated walls of the spray booth can be covered with any type of common paper, to be stripped or scraped off when the overspray builds up, or the shielding material alone may be used and when paint accumulates on it, both paint and shielding can be easily removed with a scraper or putty knife.

•

One-Man, Portable Brake Bleeder

A completely portable, one-man brake bleeder and fluid dispenser is now on the market for use in connection with the purchase of brake lining sets and brake shoe sets. Designed to fill master cylinders and bleed brakes, it features a hand-operated bulb for building up air pressure and an air check valve.

•

Electric Sander With New Design

Grit control is assured with the new aircraft type switch of the newly designed electric sander, which eliminates the problem of condensation in the grit hopper by rubberizing all the internal surfaces. A new grit level indicator flashes a signal when two-thirds of the supply has been used, preventing the danger of running out of grit. It is recommended that a non-freezing, free-flowing grade of grit be used in the sander for best results.

•

Laboratory Developed Primer-Surfacer

A new synthetic enamel primer-surfacer has been placed on the market from Detroit—a laboratory development that helps give a high gloss finish to the color coats of enamel through its excellent filling and hold-out qualities.

•

New Locking Device Of Medium-Duty Hitch

A two inch drawbar eye can be accommodated by a newly-introduced, medium-duty hitch of the solid pintle type from a Portland fabricator. Weighing 27 lbs. with a special feature of a new locking mechanism which makes false-locking impossible, the hitch can sustain more than 90,000 lbs. before breaking.

•

Glass Magnifier with Plastic Gap Gage

There is a new gap gage constructed of plastic on the market. This features two wrenches for adjusting all types of side electrodes and a four power glass magnifier. All popular gap-setting gages are included in the unit.

•

Nylon Tire Claims Higher Mileage

A flatter, thicker tread is featured in a new all-nylon tire specifically designed for the drive wheels of trucks and tractors. It is claimed that this type tread gives higher original mileage than any ordinary tire and recap combined. It is available in sizes ranging from 8.25-20 10-ply to 11.00-22 12-ply.

LAUGH LOAD

Boy or Girl?

Age nine came into the room where his mother was entertaining her bridge club. "Mom, didn't you say that baby had your eyes and dad's nose?"

"Yes," she beamed, "what of it?"

"You better watch him. He's got grandma's teeth now."

★

Safety First

An army sanitation officer learned that a certain area in Korea was reported to have bad drinking water so he decided to investigate.

He arrived on the spot and began questioning an old master sergeant about precautions being taken against disease from drinking impure water.

"Well, first we boil the water," the old veteran said. "Then we put it in lister bags to keep it pure."

As the S. O. began nodding approvingly, the sergeant finished with, "And then, just to be on the safe side, we all drink beer."

★

Good Memory

Two Ohio boys got lost driving through Tennessee. Along the deserted road trudged a native of whom they asked, "Which way to Chattanooga?"

The man stared at them, and then asked, "Where you boys from?"

"Ohio."

"I thought so," he said. "Wal, you found it in 1863. Let's see you find it again."

★

But They're There

Herb Shriner says: I think Congress will do something about hidden taxes this year. They won't do away with them—they will just hide them better.

★

Good Trick

"I hear Jim's studying to be a magician."

"Yeah, he was doing pretty well until he went to the hospital."

"What's he doing in the hospital?"

"He lost control of his car and it turned into a tree."

★

Welcome Home

"Mother, daddy's lying on the porch. I think he's unconscious," said the little girl to her mother. "He's holding a paper in his hand and there's a round box beside him."

"Oh, that's wonderful," answered the mother, "my new hat has come."

★

Both Stubborn

The offer for the mean-eyed mule was tempting, but after studying a moment, the old farmer shook his head.

"No, sir," he told the would-be buyer. "I don't aim to do it. If I traded him, he'd figure it was a personal victory. He's been striving for three years to get rid of me!"

Amen

When the pastor of a small church finished his sermon, he gave a few minutes to one of the brothers to say a few words on his pet subject—prohibition.

"Brethren," said the prohibitionist, "if I had all the whisky, brandy and champagne in the world, I would fling it all in the river."

He sat down, and in the pause that followed, the parson, himself an enemy of prohibition, arose and announced: "We now will join in singing Hymn 157: 'Shall We Gather at the River?' "

★

Dog Gone Right

During a class discussion on taxes, the teacher asked Bobby to give her an example of an indirect tax.

"The dog tax," he replied.

"Why is that an indirect tax?" queried the teacher.

"Because," answered Bobby, "the dog doesn't pay it."

★

Hoping

"I took my daughter to see her first football match last Saturday and she lost her voice."

"I expect she'll want to go again, though."

"Very likely—but I'm taking my wife next time."

★

A Credit to Her

Tom—My, but the girl you just introduced to me is magnetic.

Bill—She ought to be. Everything she has on is charged.

★

Just a Civil Question

The saloonkeeper was sleeping soundly at 5 in the morning when the phone rang.

"What time do you open?" asked a voice on the phone.

"Eight o'clock," roared the saloonkeeper, slamming down the receiver.

Two minutes later the phone rang again.

"What time did you say you open?" asked the same voice.

"Eight o'clock and you won't get in a minute before, dammit!"

"Who wants to get in?" asked the voice. "I wanna get out!"

★

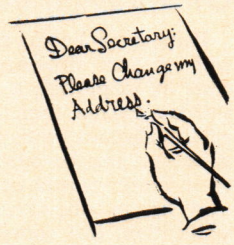
One in a Million

School teacher next door says you have to watch your words these days, since the kids are sharp and like to take your questions literally. She says that when she asked her kids the other day if Washington would be considered a remarkable man if he were alive today, she got this reply:

"He sure would. He'd be about 200 years old."

HELP US!!!

Just a note to your local secretary, when you're moving, will keep your magazine coming to you regularly. Don't miss important news on legislation, organization and contract negotiations which directly affect YOU and YOUR JOB! Report address changes promptly!



DETACH AND SEND TO YOUR LOCAL SECRETARY

PLEASE CHANGE MY ADDRESS!

OLD ADDRESS

Street

City Zone State

NEW ADDRESS

Name

Street

City Zone State



"...and keep everyone safe"

TEAMSTER families which have been struck by tuberculosis know the heartbreak and despair, the suffering and expense, which this grim and stealthy disease can cause.

Of course, it is not yet possible to answer the prayers of this little girl in pigtails and "keep *everyone* safe" . . . but we can help answer her appeal.

Christmas Seal dollars work the year around to ease the tragedy of tuberculosis.

Send your contributions to your tuberculosis association . . . one of the families helped could be your very own!



Buy Christmas Seals

(A Public Service Message Contributed by THE INTERNATIONAL TEAMSTER)

A Short (and sad) Story

How Betty Bargainhunter Lost The Battle of the Bargain Basement

Betty Bargainhunter
was a shopper wise and thrifty
In price negotiations
she came out fifty-fifty.





At Christmas shopping our
heroine was particularly astute;
She looked for price and quality,
and shied from products "cute"

For grandma Betty bought
a Chinese lamp exquisite;
Anxious Betty declined delivery,
crying, "No, I'll take it."





A shopper wise was Betty,
but at juggling she was rank;
Jostled by crowds, she dropped her prize,
and it fell with a shattering clank.

Take a lesson from Betty's
sad and expensive plight:
When the clerk asks, "Deliver?"
say, "By a Teamster—that's right!"



UNION SERVICE

INTERNATIONAL BROTHERHOOD of TEAMSTERS CHAUFFEURS Affiliated with A.F. of L.

WAREHOUSEMEN AND HELPERS OF AMERICA

140

Be a Wise Union Shopper. Have Your Christmas Parcels Delivered!